

ORIGINAL  
CLIFFORD  
WILKINSON  
TANGAN  
MINERAL  
WATER CO., LD.  
Kobe, Japan.  
Sole Agents:  
H. PRICE & CO.,  
WINE MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

# Hongkong Daily Press.

ESTABLISHED 1857

A NATURAL TONIC  
TABLET WATER  
BOTTLED AT  
TAKABAD  
ZUKA  
JAPAN  
ORIGINAL  
CLIFFORD-  
WILKINSON  
TANGAN MINERAL  
WATER CO., LD.  
Kobe.  
Sole Agents:  
H. PRICE & CO.,  
WINE MERCHANTS,  
12, QUEEN'S ROAD CENTRAL.

No. 14,867 號七十六百八千四萬一第 日伍初月壹十年壹十三緒光 HONGKONG, FRIDAY, DECEMBER 1st, 1905. 伍拜禮 號壹月二十年五零百九千一英曆 香港 PRICE, \$3 PER MONTH.

**WATSON'S HOUSEHOLD AMMONIA**  
FOR THE BATH, TOILET AND HOUSEHOLD.  
An Elegant Preparation. Delicately Perfumed. Promotes a healthy action of the skin, counteracts all effects of perspiration, and is an refreshing and invigorating to the system as a Turkish Bath.

**A. S. WATSON & CO. LIMITED.**  
THE HONGKONG DISPENSARY.  
[a1342]

**CUTLER, PALMER & CO.'S**

**"SPECIAL BLEND" WHISKY**  
A Blend of Selected Distillations of the Finest Scotch Whiskies.  
\$10.50 Per Case.

Apply to  
**SIEMSEN & CO., Hongkong.** [a65]

**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**  
In Casks 375 lbs. net \$4.75 per cask ex Factory.  
In Bags 250 lbs. net \$2.50 per bag ex Factory.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 1st October, 1905. [a1412]

**NOTICE.**

**GEO. FENWICK & CO., LD., Engineers**  
&c., are open to receive OFFERS FOR THE PURCHASE OF THEIR WANCHAI PROPERTY, comprising portions of Marine Lots Nos. 31 and 36; approximate area 43,000 square feet.  
For further particulars apply to the Company.  
Hongkong, 12th July, 1905. [133]

**FOR SALE.**

**A LARGE WELL-BUILT GODOWN**  
suitable for storing and discharging goods. Situated at Fong Chun, Canton, next to Messrs. ARNOLD, KARBBERG & Co.'s Godown.  
Apply to—  
**TUNG YUEN,**  
163, Wing Lok Street.  
Hongkong, 17th November, 1905. [2597]

**DAVID CORSAIR & SON'S**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNOLD, KARBBERG & CO.  
Sole Agents.  
Hongkong, 17th Nov. 1905. [122]

**RUINART PERE & FILS, REIMS.**  
Established 1719.  
CHAMPAGNE GROWERS AND SHIPPERS.  
Ship only the Finest Quality Extra Dry (Green Seal).  
**LAUTS, WEGENER & CO.,**  
Sole Agents.  
Hongkong, 17th Nov. 1905. [122]

**DR. T. YAMASAKI.**  
DENTAL SURGEON  
(Japanese Diplomat).  
50, QUEEN'S ROAD CENTRAL.  
Second floor, above TAT CHEONG & Co.  
Charges very moderate. Latest American Methods. No charge for Consultation.  
Office Hours 8 A.M. to 5 P.M. Sundays 8 A.M. to NOON.  
Hongkong, 7th November, 1905. [2515]

**DR. M. H. CHAUN.**

**THE latest Method of the AMERICAN SYSTEM of DENTISTRY.**  
37, Des Voeux Road CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [2206]

**SIENTING.**

**SURGEON DENTIST.**  
No. 10, DAGUIAR STREET  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. [2174]

**NOTICE TO KOWLOON RESIDENTS**

**EXTRA COPIES of Daily Press** are on sale daily at Mr. H. BUTTONJEE'S KOWLOON STORE No. 36, Elgin Road and Mr. AH YAU'S FERRY WHARF STALL.  
Hongkong, 22nd December, 1905.

## PEERLESS SCOTS WHISKIES

**HAIG & HAIG, LD., DISTILLERS SINCE 1679.**  
3 Star, Special—The finest of all "Pog" WHISKIES at ... \$13.00  
5 Star, Liquid—Exquisite, best in the World for Club or Private use at ... \$22.00  
Stop drinking rank, Smoky Stuff, because "it comes through the Soda."  
Try HAIG & HAIG'S WHISKIES; pure, mellow, matured, non-smoky, delicate flavor.  
Once tried, preferred to all others. Sole Agents for Hongkong:  
2684 **F. BLACKHEAD & Co**

## CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,  
OF  
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.  
ESTABLISHED 1815.

	For Case.
BRANDY * * * *	\$22.50
" * * *	20.00
" * *	16.75
WHISKY, PALL MALL	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" O. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO.,**  
HONGKONG AGENTS. [a54]

## KOWLOON HOTEL, KOWLOON.

CABLE ADDRESS: "CHIEF."  
DELIGHTFUL SITUATION. UNEXCELLED RESORT FOR TRAVELLERS AND RESIDENTS.  
BILLIARDS AND BOWLING. LAWN AND GARDENS.  
**JAS. W. OSBORNE, PROPRIETOR AND MANAGER.** [a25]

## LANE, CRAWFORD & CO.

**WINTER SEASON'S GOODS JUST ARRIVED.**  
AXMINSTER CARPET SQUARES.  
VELVET PILE AND BRUSSELS CARPETS.  
CHENILLE AND TAPESTRY CURTAINS.  
BLANKETS AND EIDER DOWN QUILTS.  
PERAMBULATORS AND MAIL CARTS.  
FENDERS, CURBS, FIRE BRASSES.

## LANE, CRAWFORD & CO.

Hongkong, 8th November, 1905. [a36]

## CHUN SENG.

No. 39, QUEEN'S ROAD, HONGKONG. LATE OF 51, MAIN STREET, YOKOHAMA  
DRAPER & TAILOR, GENTS' FURNISHING GOODS, & GENERAL OUTFITTER.  
ALL NEW GOODS IN STOCK.  
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited.  
Hongkong, 27th May, 1905. [a2665]

## JAPAN COALS.

## NETSUI BUSSAN KAISHA

**NETSUI & CO.**  
HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDING, TEN HOUSE STREET

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New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chifu, Canton, Nowohwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoeki, Moji, Wakamatsu, Kanran, Nagasaki, Kuchino, Sasaki, Maizuru, Miike, Hakodate, Taipei, &c.

Telegraphic Address: "NETSUI" (A.B.C. and A. 1 Code)  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujiyama, Mameda, Mannouma, Onoura Onaji, Sasahara Teikoku, Yoshinaka, Yoshio, Yunkoku, and other Coals.  
S. MINAMI, Manager, Hongkong.

## USEFUL CHRISTMAS GIFTS.

CHRISTMAS & NEW YEAR CARDS of newest designs.  
FILM or PLATE CAMERAS fitted with "Reiss" "Dallmeyer" & "Goetz Lenses".  
PLATES, PAPERS & CHEMICALS, absolutely fresh.  
EASTMAN CELEBRATED KODAKS & FILMS.  
WE IMPORT these goods, thus enabling us to offer them at rock-bottom prices. We invite you to call and inspect our New Stock before making your Christmas and New Year purchases elsewhere.

**A. TACK & CO.**  
26, DES VOEUX ROAD, HONGKONG. [a6]

## W. BREWER & CO.

23 & 25, QUEEN'S ROAD.  
NOW READY.  
CHRISTMAS VOLUMES, DIARIES, &c.

Nister's Holiday Annual 1906	\$2.50
With Togo, by Seppings Wright	4.00
Lady Jim of Carzon Street, by Fergus	1.75
Hume	1.75
The Animal's Trip to the Sea	2.50
Building Construction, 4 Parts	22.00
Seaworth and Co's Engineering	14.70
Brown's Nautical Almanack	0.75
Seaton and Romthwaite's Tables	5.75
Willoughby's Hygiene	3.25
Molesworth's Pocket Book	4.20
Russia and its Crisis, by Miloukoff	9.50
Lone Marie, by Norris	1.75
A Servant of the Public, by Anthony Hope	1.75

## THE LAHMEYER ELECTRICAL CO., LD.

LONDON.  
THE FELTEN & GUILLAUME-LAHMEYER WERKE  
FRANKFURT A/M.

FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to— **SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a4a]

## AQUARIUS

SPARKLING MINERAL TABLE WATER; Qts., Pts., and Spills.  
SILENT WATER; Qts.  
STONE GINGER BEER.  
GINGER ALE.  
PURE TREBLE DISTILLED WATER ONLY is used in the Manufacture of these Beverages, and by these means ABSOLUTE PURITY IS GUARANTEED.

TRADE MARK  
SOLE AGENTS—  
**CALDBECK, MACGREGOR & CO.,**  
WINE & SPIRIT MERCHANTS,  
15, QUEEN'S ROAD CENTRAL. [a27]

Hongkong, 27th October, 1905.

## HIRANO.

THE LEADING MINERAL WATER OF THE EAST.  
THE HIRANO MINERAL WATER CO., LD., KOBE.  
AGENTS: **F. BLACKHEAD & CO.** [1905]

Hongkong, 16th August, 1905.

## NOTICES OF FIRMS

**THE EQUIVALENT LIFE ASSURANCE SOCIETY OF THE UNITED STATES.**  
I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. GENERAL MANAGERS for Hongkong for the above Society. In the place of Mr. F. KIENE, whose engagement has been terminated.  
J. T. HAMILTON,  
General Manager for the East.  
Hongkong, 15th November, 1905. [2573]

**OCEAN ACCIDENT AND GUARANTEE CORPORATION, LTD.**  
HEAD OFFICE: MOORGATE STREET, LONDON

I HAVE this day APPOINTED Messrs. SHEWAN, TOMES & CO. AGENTS for the above Corporation, in place of Mr. F. KIENE, whose engagement has been terminated.  
J. T. HAMILTON,  
Manager for the East.  
Hongkong, 15th November, 1905. [2574]

**NOTICE.**

**MR. EUGENE BERNHEIM,** having returned to the Colony, has RESUMED CHARGE of our business, and as partner of our firm is empowered since the 1st September, 1905, to sign our firm's name.  
**J. ULLMANN & CO.**  
Hongkong, 30th November, 1905. [2688]

**ON SALE.**

**A TABLE OF THE RATES OF EXCHANGE AT HONGKONG**  
for Demand Drafts on London on the day of or preceding the Departure of the English Mails also Table of Yearly Approximate Averages  
FOR 3 YEARS  
FROM  
1874 to 1904.  
Price 2s. Cash. On Sale at the "DAILY PRESS" OFFICE, or Local Booksellers.  
Hongkong, 11th May, 1905.

**THE HONGKONG FROZEN FOOD SUPPLY.**  
REDUCTIONS IN PRICES.  
CUSTOMERS are requested to note the following reductions in prices.  
Australian Smoked Mullet ... 50 cts. per lb.  
Schnapper 50  
Oysters, 24 doz. bottles \$1.00 per bot.  
1.90  
Hongkong, 9th November, 1905 [2558]

**TYPE WRITERS**  
CLEANED, REPAIRED, OVERHAULED.  
TYPING WORK UNDER-  
TAKEN. Charges moderate.  
**F. A. V. RIBEIRO**  
(late of the Hongkong Typewriting Bureau)  
34, Queen's Road Central (Second Floor).  
Hongkong, 25th October, 1905. [2479]

**PURE FRESH WATER.**  
THE HONGKONG STEAM WATER-  
BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and Below.  
Call Flag W.  
J. W. KEW,  
Manager.  
Hotel Maunsell, 3rd Floor.  
Hongkong, 8th August, 1905. [1433]

**SUN FAT & CO.**  
MANUFACTURERS AND DEALERS IN  
LADIES' AND CHILDREN'S  
UNDERWEAR,  
EMBROIDERIES, LACES, SILKS, PONGEES,  
GRASS LINEN, SHAWLS, HANDKERCHIEFS,  
BLANKETS, TUCKERS,  
ESONY FURNITURE AND FANCY GOODS.  
No. 82, QUEEN'S ROAD CENTRAL.  
Any Order Promptly Attended To.  
Hongkong, 12th January, 1905.

## HOTELS

### HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 200 persons.  
131 Bedrooms.  
Elegantly Furnished Reception Rooms.  
Private Bar and Billiard Rooms for Hotel residents.  
Hydraulic Lifts to each Floor.  
Electric Lighting and Fans.  
Every Comfort.  
Ladies' Afternoon Tea Rooms.  
Ladies' Cloak Rooms.  
Matron in attendance.  
CHARGES MODERATE, AND NO EXTRAS

**A. F. DAVIES,**  
Acting Manager.

### KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.

For Terms, &c., apply to the—  
**MANAGER.**  
Hongkong, 24th July, 1905. [a2410]

### CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near the Banks and Principal Office.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, elegantly furnished.  
Hydraulic Elevator, hot and cold water throughout.  
Special Rates for Tourists.  
Lunch Service for Guests.  
For Terms, apply to the

**MANAGER.**  
Hongkong, 31st October, 1905. [a4]

### VICTORIA HOTEL.

SHAM-POO—CANTON.  
On the British Concession.

### MACAO HOTEL.

MACAO, CHINA.  
In the Centre of the Praya Grande.  
Both Hotels under experienced European Management.

Every Comfort and Convenience for Residents and Tourists.

**WM. FAIRMER,**  
Proprietor.

### "BOA VISTA"

(HOTEL-SANITARIUM OF SOUTH CHINA),  
MACAO.

HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.  
A most pleasant retreat for those desirous of a few days' rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
Macao is 40 miles south-west of Hongkong by steamer (s.s. "Hengshan"), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
Cable Address—"BOA VISTA"  
For Terms, apply  
[a241] **THE MANAGER.**

### BOARD AND RESIDENCE

**BOARD AND RESIDENCE.**

**MRS. GILLANDER**  
"GLENWOOD."  
27, CAINE ROAD.  
Hongkong, 20th September 1905. [2165]

**FIRST-CLASS BOARD & RESIDENCE**  
AT  
"BRAESIDE."

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large airy and well furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.  
Apply to—Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road,  
(late of "Tang Yuen"). [1535]  
Hongkong, 27th June, 1905.

### THE DIRECTORY AND CHRONICLE

FOR 1905

Complete Edition ... \$10.00  
Small Edition ... 6.00  
Obtainable at the Hongkong Daily Press Office and from the Local Booksellers

## INTIMATION



ESTABLISHED A.D. 1841.

A. S. WATSON & CO.,  
LIMITED.THE  
HONGKONG  
DISPENSARY.

## NOTICE

OWING TO THE HIGH RATE OF EXCHANGE now prevailing, we beg to notify our customers that, until further notice, A SPECIAL DISCOUNT OF FIVE PER CENT. will be allowed on all goods purchased from our Retail Establishments at ALEXANDRA BUILDINGS, Hongkong, and at Robinson Road, Kowloon, except in cases where a special quotation is given.

In the case of goods purchased on credit a deduction will be made from the customer's account at the end of the month, and in the case of cash purchases, at the time; but customers are requested to note that this discount will NOT APPLY TO BOTTLED WATERS, BEER and STOUT, or CIGARS.

A. S. WATSON & CO.  
LIMITED.

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## NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only. No anonymous signed communications that have already appeared in other papers will be inserted. Orders for extra copies of THE DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, London A.B.O. 5th Ed. P.O. Box, 33. Telephone No. 12.

## BIRTHS.

On 23rd November, at Shanghai, the wife of FLEMING JAMES, of a daughter.  
On 25th November, at Shanghai, the wife of EUG. HYNDMAN, of a son.

## MARRIAGES.

On 24th November, at Shanghai, KRISTIAN KROGH JOHNSON and CATHERINE MARGARET GOODIE.  
On 25th November, at Shanghai, JOHN COCK to ANNIE, only daughter of the late R. H. WATSON, Esq., of Shanghai.

## DEATHS.

On 22nd November, at Nagasaki, FREDERICK CASTLE McCALLUM, youngest son of the late Major H. A. McCALLUM, R.M.L.I., in his 40th year, 2701.  
On 28th October, at Chetoo, Miss LIESE BAIRD.

HONGKONG OFFICE: 10A, DES VŒUX ROAD, C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, DECEMBER 1st, 1905.

AN Imperial Decree issued at Peking on the 24th instant, as a warning to those Chinese who are dreaming of revolution, is in the name of the EMPEROR, but bears internal evidence of the temper of the EMPRESS-DOWAGER. It opens with a rather amusing statement, and one that strikes us as being somewhat inconsistent with the reverence for ancestry with which we have been accustomed to credit the Chinese. It says, or the EMPRESS-DOWAGER says, that "the present dynasty has always been conceded as the most merciful and lenient in its treatment of the people of China, in comparison with all the preceding dynasties put together." If the translator has justly coined the words "merciful" and "lenient," they seem to show how very peculiar is the standpoint from which those in power at Peking regard the toiling masses who year by year pay the piper. These patient people are told—for the impatient rebels will merely laugh at the warning and its futile threats—that the EMPEROR has lately been encouraging Government reforms

based on modern methods; and the suggestion is that if there had never been any expressions of discontent at all, the need for changes and reforms would have been noticed in the palace. Thus those who had been talking together of demanding and making reforms in spite of the Manchurians were ungrateful fellows, blind to the paternal, or grand maternal, nature of the Government. Taxation to the limit, and a steadily dawning consciousness, induced by observation of the happier lot of their Japanese neighbours of the fact that they are not getting what they pay for, is more likely to have evoked revolutionary movements than deliberate excitations by lawbreakers, which is the Peking way of putting it. From what has been authoritatively said of the EMPEROR we can believe that it is not only lately that his mind has been turned to the need for reform; and released from the dominating influence of the DOWAGER EMPRESS, we do not think he would have issued just this decree in question. Just as America has said that the continuance of the boycott would embitter and estrange those who would otherwise try to bring about the reform desired—a caution which has fallen on deaf ears, and none defer than those at Peking—so this warning to revolutionaries says their continued agitation will but serve to greatly obstruct the progress of reforms and destroy all hopes of a re-organised Government. Something similar was forthcoming from the Russian bureaucracy, at the beginning of the present revolution in the land of the Tsar. This Chinese decree goes further, however, and thereby demonstrates how fearful is the dowager's mind, and how feeble is its once strong clutch upon the handle of power. Large rewards are offered for the arrest and punishment of the discontented; and those who have been discredited are promised forgiveness and assurance of being well rewarded if they will betray those who have been associated with them in wishing and praying for a better state of things. If the Government really has a mind to reform, as it professes, there is a much more simple way of stifling discontent and making the nation loyal and peaceful. Instead, however, and in addition to the bribes referred to, officials are ordered to be diligent, severe, and without mercy; and others are invited to denounce any official who does not seem to be sufficiently zealous in unearthing and punishing the discontented. We need not elaborate the unhappy picture that all this summons to mind. Evidently real reform is not to be hoped for yet, while such tactics are declared to be the only way to preserve general good order in the land.

Great Britain has just concluded a commercial treaty with Roumania. The German cruiser squadron is going to visit the principal Japanese ports. The Kaiser on Oct. 21st received Yin Chang, the Chinese Minister, in audience. Mail papers are full of the Nelson Centenary. There is talk of improving the surroundings of the Nelson monument. Dr. Sven Hedin expects to be away two years, and for eighteen months to be out of touch with civilisation, except such as he may find in Tibet. Sir Robert Hart has requested the Government to authorise the increase of the number of post offices at convenient points near the new railway systems. Yesterday afternoon Mr. G. P. Lamont, auctioneer, offered for sale by public auction the s.s. Lucia Vittoria, formerly H.M.S. Humbler, but as bidding did not reach the reserve the vessel was withdrawn. Mr. George H. Hildyard died at Herts Bay, on 25th Oct. Mr. Hildyard was one of the original shareholders of the British North Borneo Company, and also a director of the North Borneo State Cigar Syndicate. The Nanfengpao states that a censor has memorialised the Throne praying that the Hupu (Board of Revenue) be commanded to deposit a part of its capital with various Chinese firms in order to ease the money market. The Supreme Court of the German Empire at Leipzig, acting as a Court of Arbitration, has decided the Lippe-Deimold dynastic controversy in favour of Count Leopold, who will henceforth bear the title of Leopold III, Prince zur Lippe. The joy and enthusiasm caused by the decision are said to be indescribable. The sudden death, from heart failure, of Mr. H. J. Brown, of the De Forest Wireless Telegraph Company, is announced. During that period of the war in the Far East when the Times despatched best *Helmut* was operating in the Yellow Sea, Mr. Brown was the operator in charge of the wireless installation on board the steamer. Mr. Brown was an American citizen.

A meeting of the board of the Doukoko Bank has been called for November 1 to consider the question of increasing the capital from m.180,000,000 to m.200,000,000 by an issue of shares to be offered to the shareholders in January next.

Mr. F. C. McCallum, whose death is announced in our obituary notices today, was well known in Nanchang and Shanghai, having been for some time in the Russo-Chinese Bank. He leaves a widow, formerly Miss Howard of Wei-hai-wei.

English newspapers continue to exhibit wonderful credulity in connection with the supposed "possibilities of jin-jitsu." They are now gravely repeating, with naive comments, an American newspaper's impudent story of a small woman throwing a big, heavy man over her head. The ruffian, who had assaulted the Japanese maid, is said to have "described a parabol" over her head. We should describe it as a hypocrite.

Mr. John Long announces for early publication, a novel called "When it was Light." The book, which, it is no secret to state, is written by a very well known author, is a reply to "When it was Dark" by Mr. Guy Thorne, and in some sense an antidote to the riffs expressed in that enormously popular novel, which we reviewed. It should arouse very great interest, and no doubt this battle of the wits will resound in the ears of English novel readers.

The Times of Oct. 21 says:—Sir Henry Blake, Governor of Ceylon, and Lady Blake will leave England on November 16, proceeding to Colombo by the P. and O. steamship *Himalaya* via Marseilles. They will be accompanied by the Duchess of St. Albans and probably by Lady Alexandra Bouverie. His Excellency is taking out as private secretary the Hon. T. L. McClinton-Baillie, and as A.D.C. Captain Henry Phipps, R.F.A.

The King has been pleased to approve of the appointment of Vice-Admiral the Hon. Sir Ascheton Gore Curzon-Howe, K.C.B., C.V.O., C.M.G., to succeed Vice-Admiral Sir Arthur W. Moore as second in command of the Channel Fleet. Rear-Admiral Robert Leonard Groom, C.V.O., has been selected to relieve Rear-Admiral Sir Richard Pears, Bart., C.V.O., as Rear-Admiral in the Channel Fleet, and Rear-Admiral Charles Henry Cross to succeed Rear-Admiral Groom in command of the Portsmouth Reserve Division.

In the Chinese quarter of London the "cricket" season, which has nothing to do with our national game, is now in full swing, and deplorable battles between pairs of the little insects are of daily occurrence. A grand competition recently took place in the Chinese quarter at Limehouse. Yu Tai Nam, a firework maker, has a champion old yellow cricket which is supposed to be invincible, and this insect was opposed to Whong Hui's fine young green cricket—a veritable amazon of insects, which was much fancied by many experts. "Cricket fighting, or, as we call it, hissey, is really the pastime of the upper classes in China," said a prominent Chinese official in London to a London newspaper representative. "More books and more poems have been written about hissey than any other sport. The crickets are most carefully bred by fanciers, and a strong insect will often fetch a high price in the markets of Peking."

A special meeting of the Local Marine Board was held at the Board of Trade Offices, Cardiff, on 25th Oct. for the purpose of presenting Captain C. Jones, of the Liverpool steamer *Sheikh*, with a handsome gold clock ornamented with diamonds, pearls, and rubies, on behalf of the Emperor of Russia, in recognition of services rendered to two Russian seamen. Whilst passing through the Straits of Tsushima on May 28 last Captain Jones's vessel fell in with several Japanese destroyers and from a party who boarded his vessel for the purpose of examining papers learned that a bottle was in progress between Japan and Russia. Shortly afterwards a lot of wreckage and dead bodies were observed floating in the water and later on two seamen were seen clinging to some wreckage. Captain Jones immediately ordered a boat to be lowered, and the two men, who turned out to be survivors of the Russian cruiser *Nazaria*, were taken on board in an exhausted condition, after being in the water 16 hours.

The *Globe* says that, owing to the partition of Bengal, the Bengalees of Calcutta have decided to use only such articles as are of Indian manufacture. Their High Priest, Baboo Baroog Chaudheri Dhotogia, has issued some commandments on the subject:—Thou shalt not on account wear the clothes what was cut on the European formula. Thou shalt henceforth use no covering of pant-like kind for the habiting of thy legs and walking organs. Thou shalt not look too much lovingly on thy friend's wife, because that is really European habit of Simla follows. Thou shalt bend unto the earth with loyalty to Lord Minto of his arrival, but if he is honest man and does not show partiality to Bengalees, thou shalt at the very moment assassinate him by proxy, so that innocent man may be suspended by rope for thy crime. And if, he concludes, any of the countrymen refuse to join the movement, "then, by forcibly holding of his neck or blowing his nose, make him do so." We fear our London contemporary has embroidered this.

## TELEGRAMS.

"DAILY PRESS" EXCLUSIVE SERVICE.

## STRIKE OF RUSSIAN TELEGRAPHISTS.

LONDON, 30th November.

All the telegraphists in Russia have gone on strike.

## SEBASTOPOL MUTINEERS BOMBARDED.

LONDON, 30th November.

The mutineers in Sebastopol are being bombarded.

The town is in flames.

## AN EXCHANGE PANIC.

LONDON, 30th November.

A panic has occurred on the St. Petersburg Bourse.

## AMERICAN LAKES DISASTER.

LONDON, 30th November.

Twenty-five vessels have been wrecked during a storm that swept the American lakes.

[REUTERS' SERVICE.]

## TURKEY AND THE POWERS.

LONDON, 28th November.

The international fleet has seized the Custom House at Mytilene.

## THE MUTINY AT SEBASTOPOL.

LONDON, 28th November.

The mutiny began by the crews of the *Pantelimon* and *Otechakof* hoisting the red flag on the 24th instant. They then landed and held a meeting, at which a deputation from the Brest regiment swore to defend the sailors to the utmost. Thereupon the soldiers and sailors paraded the streets with red flags. The *Pantelimon* is now in the hands of the authorities; but the crew and the mutinous soldiers have shut themselves in barracks. General Chuklinin is anxious to attack them, but is afraid that the artillerymen will join the 400 mutineers. A part of the Okessa garrison is ready to join in the mutiny.

## THE OPENING OF THE REICHSTAG.

LONDON, 28th November.

The following significant passage occurs in the Kaiser's speech at the opening of the Reichstag: "Relations with all the Powers are correct, and, in most, good and friendly." After this His Majesty said "We welcome Japan among the Great Powers with a sincere wish for the peaceful civilizing mission of a highly gifted people. We sympathise keenly with the Tsar's efforts to reorganize the internal affairs of Russia. We are gratified at the Morocco agreement, a question which originated solely from a tendency to ignore German interests." The Kaiser regards peace as a sacred thing, but the signs of the times demand the strengthening of defences against unrighteous attacks."

## THE NEW JAPANESE LOAN.

LONDON, 28th November.

The Japanese loan lists opened at 10 and closed at 1 o'clock.

## THE MANCHURIA NEGOTIATIONS.

Peking telegrams to the N.C. Daily News give the following news, dated 25th and 26th November.

It is believed that at the last two conferences, the plenipotentiaries came to an agreement on some of the Japanese proposals. It is believed among well-informed Chinese that the Chinese plenipotentiaries have agreed to the lease of the Liaoning Peninsula, and the cession of the Chinese Eastern Railway, to Japan, on the same terms and conditions as were made with Russia before the war.

The third conference was very harmonious, and the negotiations are progressing satisfactorily. The questions under discussion were the railway guards, and railways other than the Chinese Eastern Railway. Favorable progress continues to be made with the China-Japanese negotiations, and it is expected they will be concluded within a few days. The Chinese proposals and supplemental treaty will then be discussed. Owing to indisposition, Prince Ching was not present at the second and third conferences.

Dispatches to Tokyo papers from Peking state that Mr. Pokotiloff's frantic exertions to ascertain the progress of the negotiations have proved futile. He has wired to St. Petersburg that the negotiations will be finished in a few days.

## JAPAN'S PROTECTORATE OF COREA.

AMERICA AND GERMANY CONSENT.

Mr. Root, American Secretary of State, has notified the Japanese Minister, Mr. Takikura, that he will hereafter conduct his relations with Korea through the Japanese Legation at Washington, and withdraw the American Legation from Seoul. Germany has also expressed her acquiescence in the Japanese protectorate of Korea. This news was telegraphed to the N.C. Daily News from Tokyo.

## ST. ANDREW'S BALL.

Scots abroad, in some respects more patriotic than those at home, invariably celebrate St. Andrew's Day in a manner befitting the memory and dignity of their patron saint, and this fact is all the more noteworthy when one remembers that in Scotia itself there is little done to indicate the special interest that that day should possess for all born north of the Tweed. In Hongkong the large body of Scotsmen are not behind their exiled compatriots in other parts of the world in their celebration of the anniversary of St. Andrew, and the form which it takes, a ball, enables them to have the gentler sex share in the rejoicings of the evening and at the same time to extend their hospitality to friends whose birth places are not to be found in Scotland. An event of some years' standing, the St. Andrew's Ball promoted by the Hongkong St. Andrew's Society has come to be regarded as the largest in the East, and certainly last night's event showed no diminution in popularity or a falling off in the enjoyment which it affords to so many.

As usual the decorations of the City Hall were on a most elaborate scale. Entering the hall one found one's self ascending a stairway which lost its customary bare and stony aspect under a wealth of plants. At the landing one's attention was arrested by the brilliance and variety of the embellishment that had been carried out here. From a mass of greenery on the floor, there peeped two suns, above which a large mirror reflected the flashing of the lights and carried one's eyes to the really handsome and varied-coloured chandelier that sparkled at the top. It dominated the whole stairway, and with the electric lights gleaming from amidst the plants heightened the effect of the other decorations which consisted of draperies bearing alternately St. Andrew's crosses and thistles. Arrived at the reception room, the magnificent array of lights appealed to one's sense of beauty, and passing into the ball rooms scenes of striking brilliance were presented. In the St. Andrew's Hall four emblems of Mary Queen of Scots, Robert Burns, Sir Walter Scott and John Knox, with a St. Andrew's cross in the centre, and draped with various flags, occupied the place of honour opposite the principal entrance, while facing these were the coat of arms of the Hongkong St. Andrew's Society. St. George's Hall had the life-sized portrait of Queen Victoria, flanked with bunting in a prominent position with the arms of the United Kingdom on the opposite wall. In both halls, as also in the retiring and reception rooms, shields, with banners behind, were hung on the walls.

These bore the arms and crests of the clans and notable families of Scotland, while below these were the names of towns in Scotland. Many of them were rather obscure and would doubtless lead to much questioning and perhaps to a fear that the Scots present did not know their native land as well as they ought. The spelling in some instances was rather weird, but what does John Chinaman know of the geography of the northern half of Britain? These place names, which included several counties, had more than a historical or reminiscent interest. They were really trying places, so that when a gentleman had persuaded a lady "to do him the honour," he could arrange to meet her, say, at Banff or Edinburgh. Both halls were hung with festoons of white frosted lamps, the centres being coupled with bunches of wyalites, a new combination. The orchestra was artistically treated with plants and greenery, while spears and lances added to the picturesqueness of the surroundings. The verandah was protected with bunting and decorated with shields bearing crests and coats of arms. The retiring room had the arms of Scotland in a conspicuous place.

Descending to the theatre, there was the same artistic effect in the adornment of the interior. The tables were beautifully laid out, while round the front of the gallery were shields alternately bearing the Lion Rampant and the Scottish Thistle. Behind these were battle axes and spears. Higher up on the auditorium there was a similar scheme of decoration, with the addition of the motto "a man's a man for a that." The stage looked a picture. There was a horse shoe table, artistically set out. Surrounding it were plants of various descriptions, while at the rear was a life sized painting of St. Andrew, the work of Mr. Duncan of the Kowloon Dock Co., as were also the crayons in St. Andrew's Hall. The electric lights, which were arranged by Mr. William Barker, of Messrs. E.C. Wilks and Co., showed the decorations to perfection.

The retiring rooms, card rooms, etc., were arranged as before, and everything was done to secure the comfort of the guests. In charge of the arrangements were the following gentlemen. Invitation Committee—Capt. W. Arbuthnot Leslie, A.D.C., Hon. Mr. W. Chatham, Mr. T. P. Cochrane, Mr. W. A. Cruickshank, Hon. Mr. G. W. Dickson, Mr. J. C. Peter, Dr. A. Rennie, Mr. H. W. Robertson, Hon. Mr. B. Shewan, Mr. J. R. M. Smith, Hon. Mr. Gershom Stewart, Hon. Mr. A. M. Thomson, Messrs. W. Wilson and D. Wood. Supper and Wines Committee—Messrs. D. Auld, J. W. C. Ross, A. Boyd, W. D. Braidwood, D. E. Brown, H. F. Campbell (Convener), H. F. Carmichael, Pannan, Clark, P. Dow, G. I. Duncan, Andrew Forbes, Donald Forbes, A. D. Galloway, J. D. Logan, D. MacDonald (B. and S.) R. M. McNeill, W. Parlane, W. Ramsay, J. Rankin, A. Rodger, J. Walker, Decoration Committee—Messrs. W. L. Carter, G. Dickie, G. Dunne, F. Graham, T. C. Gray, R. Henderson, W. C. Jack (Convener), Lieut. G. B. MacDonald, R.A., Messrs. J. McCubbin, A. Ritchie, J. Rodger, J. Gray, Scott, T. Skinner, G. Smith, D. Templeton, H. S. Wynne, Dancing and Music Committee.

Messrs. H. G. C. Bailey, W. A. Cruickshank, H. W. Fraser, R. Macpherson, J. Paterson, N. H. Rathford, Colin C. Scott, Murray Stewart (Convener), O. D. Thomson, and Hon. Secretary, Card Room Committee—Messrs. W. H. Donald, A. G. Gordon, T. F. Hough (Convener), P. S. Jameson, C. Gordon, Mackie, Ladies' Room, Dr. C. Forsyth. The completeness of the arrangements redounded to the credit of the secretary, Mr. W. Armstrong.

The guests began to arrive before 9 o'clock, at which hour dancing commenced to the strains of the music supplied by the band of the Royal West Kent Regiment. They continued to arrive for some time and, though the accommodation was taxed to its limit, everybody seemed to be in the happiest mood. The official set of dances was composed of H.E. the Governor and Mrs. Gershom Stewart; Hon. Mr. Gershom Stewart and Mrs. Villiers Hutton; Colonel G.H. Darling and Lady Piggott; Commodore H. P. Williams and Lady Berkeley; Hon. Mr. R. Shewan and Mrs. H. P. Williams; Sir Francis Piggott and Mrs. W. A. Cruickshank; Sir Henry Berkeley and Mrs. David Wood; Dr. A. Rennie and Mrs. W. Chatham. Mr. Alex. Robertson was the kagpiper, and at supper, which was served in two sittings, played the Governor to his seat, and also introduced the haggis in the time-honoured fashion.

The President, the Hon. Gershom Stewart presided at supper, the party sitting at the platform table being Mrs. W. Ramsay and Mr. W. Wilson; Mrs. F. E. Kent and Mr. W. A. Cruickshank; Mrs. David Wood and Hon. Mr. T. Soremba Smith; Lady Berkeley and Commodore H. P. Williams; Mrs. W. A. Cruickshank and Sir Francis Piggott; Mrs. Gershom Stewart and H. E. the Governor; Hon. Mr. Gershom Stewart and Mrs. Villiers Hutton; Dr. A. Rennie and Lady Piggott; Hon. Mr. R. Shewan and Mrs. H. P. Williams; Sir Henry Berkeley and Mrs. W. Chatham; Col. F. E. Kent and Mrs. J. C. Peter; Mr. David Wood and Mrs. W. Wilson.

Several gentlemen appeared in the "garb of old Gaul," many ladies wore tartan ribbons or sashes, and nearly everybody had a sprig of heather as a boutonhole.

Greetings were received from kindred Societies at Shanghai, Tientsin, Yokohama, Singapore, Amoy, Manila, Fookchow, Swatow and Wei-hai-wei.

## CANTON.

[FROM OUR CORRESPONDENT.]

Nov. 29th.

CHINESE VICE-ADMIRAL BANISHED. Chan Shoung San, ex Vice-Admiral, who was put in prison some time ago under very serious charges, has now been sentenced to banishment. The Admiral is to be escorted by a brave to the frontiers of China, and his term of banishment will date from the day of his arrival there.

## THE BOYCOTT.

Two members of the boycott committee who recently went to Hongkong to consult with Dr. Ho-Kai and Mr. Tso, soldiers, with regard to the drafting of a suitable reply to the letter received from the American representatives, have returned to Canton. The other members of the committee have been requested to go down to Hongkong to attend a meeting at which the leading American merchants will be present.

It is said that Dr. Ho-Kai and Mr. Tso's services have been retained to match proceedings on behalf of the Chinese members. The members of the committee held the opinion that the people would not be satisfied with any amendments to the existing American exclusion treaty act. To satisfy the people America must repeal the act entirely. It was decided to send a telegram to that effect to Hongkong and to request Ho Wah-tong to communicate this reply to the American merchants. Shanghai and San Francisco will likewise be advised of the decision by cable.

[We have made enquiries, and hear that there is not to be any such meeting in Hongkong:—Ed.]

## NIGHT PAWNSHOPS.

The officials have discovered that the pawnshops both in the old and in the new walled city have been in the habit of accepting articles at night, by retaining 10 per cent. on the sum agreed upon. This custom enables thieves who commit late robberies to dispose of stolen goods. The late hour business has been going on for years. The officials intend to prohibit such business in the future, and the pawnshops will be ordered to close up at sunset. The pawnshop-keepers of the two walled cities have requested their confreres in the suburbs to send a joint petition to the Sin-Han-Kan to obtain permission to carry on business at night as hitherto. The suburban pawnshops close their businesses at 8 p.m.; they consequently decline to join in the petition.

## ANOTHER SEIZURE.

On the 24th inst. the Nam-Hoi Magistrate received instructions to seize a house situated in Ying-Hing Lane, near the Tai Ping-Gate, which is occupied by a man named Shum. The property is said to belong to Chow-Tit-Sai and is worth about £2,000.

## NEWS FROM LIXINGOW.

The latest news from Lixingow is to the effect that 23 men have been arrested, and that the colonel commanding the soldiers there is likely to lose his head on account of negligence, as it is said that he had only 23 untrained men under his orders at the time of the trouble.

## WEATHER REPORT.

On the 30th at 12.5 p.m. The barometer has fallen in E. Hokkaido owing to the depression which is now moving into the Pacific to the E. of the island.

Pressure has increased over S. and W. Japan and decreased over China. The highest pressure remains over the Yangtze.

Gradients are decreasing as the China coast, and the monsoon will gradually moderate in the Formosa Channel and over the China Sea. Forecast:—Moderate E. winds; fine.

## SUPREME COURT.

Thursday, 30th November.

## IN BANKRUPTCY.

BEFORE SIR F. T. PIGOTT (CHIEF JUSTICE).

## A LEPROUS BANKRUPT.

Leng Tuen Ting ex parte Ma Tuen Shau.

Mr. C. P. Dixon (of Mr. John Hastings' office) appeared on behalf of the debtor and asked his Lordship for directions as to how the bankrupt was to make out and submit to the Official Receiver his statement of affairs, and attend the public examination, as he was suffering from leprosy.

The Official Receiver, Mr. G. H. Wakeman, said the man was a leper, and he refused to allow him into his office.

His Lordship—What is the law with regard to lepers here?

Mr. Wakeman—They are generally deported. His Lordship—What action does the Sanitary Department generally take when a leper is discovered?

Mr. Dixon—The Captain Superintendent of Police applies for his deportation, I believe. The debtor has been examined by a doctor of the Civil Hospital, who certified that he was suffering from leprosy. The order for his deportation, however, has not yet been drawn up. This is a very large bankruptcy, the liabilities being from \$200,000 to \$300,000. I think it very desirable that a public examination should be held.

His Lordship—I cannot act very well without the advice of the health department.

Mr. Wakeman—I met the Medical Officer of Health.

His Lordship—We had better send for Dr. Pearce. I will adjourn the case until his arrival.

On the doctor's arrival his Lordship explained the situation.

Dr. Pearce did not think there would be any danger in bringing the man into court as the disease was not a very infectious one.

His Lordship—Not very infectious?

Dr. Pearce—No, and he could be seated in the middle of the Court.

His Lordship—Would there be any danger to anybody in Court?

Dr. Pearce—Not as long as they did not come in contact with him. They would be safe if they stood a few feet distant.

His Lordship—Do you think it would be safe to bring him into a public court?

Dr. Pearce—Quite safe, my Lord.

His Lordship—Have we any power to bring a leper into Court?

Mr. Wakeman—Under Sub-section 7 of Section 17.

His Lordship—Supposing he writes, is there any danger in handing papers he has touched?

Dr. Pearce—Very little.

His Lordship—Could his statement of affairs not be taken down?

Mr. Dixon—It has already been prepared, but not signed. I am ready to file the statement unsigned.

His Lordship—That won't do. Is there no process of disinfecting?

Dr. Pearce—Oh yes, my Lord.

His Lordship—Well, there is no difficulty about that. He can sign.

Mr. Wakeman—There is the question of the commissioner he has got to be sworn before.

Mr. Dixon—I am not afraid of him, my Lord.

His Lordship—The question is as to the commissioner who will undertake the examination. You could not depute anybody to do it.

Mr. Wakeman—Anybody can do it.

His Lordship—It wouldn't be satisfactory unless you conducted.

Mr. Wakeman—I don't like to have the man in the office.

His Lordship (to Dr. Pearce)—Could you give us a ward in the hospital?

Dr. Pearce—I couldn't do it, but I have no doubt it could be arranged with Dr. Clark.

His Lordship adjourned the case and left the matter in the hands of Mr. Wakeman and Dr. Pearce. They are to consult and submit a scheme to him.

## PUBLIC EXAMINATION.

Re the Wing Fung firm ex parte Kruse and Co. and another.

Mr. Wakeman, Official Receiver, publicly examined the debtor.

Mr. J. Hays (of Messrs. Johnson, Stokes and Master) represented a creditor.

Luk Chiu-mid was the managing partner and sole owner of the Wing Fung firm of 63 Queen's Road Central, watchmakers and silversmiths. He commenced the business seven or eight years ago, when he had a capital of \$1,500. Besides that he raised a loan of \$1,500 from some friends to put into the business. He signed a promissory note when the money was advanced, but it has since been repaid. His business recently had not paid him. He last made a profit in the 29th year the amount of which was about \$1,500. He found in July 1904 that he was losing money as business was dull and he could not get any sales. He did not make up his books at the end of the last Chinese year, as he had no accounts to render. He never made up his accounts, and knew by a rough estimation that he made \$1,500 profit. He valued his stock in hand last Chinese year at \$10,000. Some of it had been paid for, and some had not. After he found he was insolvent he purchased more goods on credit; he did not add to his stock, but only got goods should a customer require them. Since December 1904 and August 1905 he purchased from Messrs. Ullmann and Co \$8,400 worth of goods.

His Lordship—Were these goods bought for customers?

Debtor—No. I bought them for stock.

Later he bought \$2,000 worth of goods from Messrs. Kruse and Co.; these also went into

stock. He sold goods both on cash and credit. In his statement he put in debts at \$116. He was acquainted with the people he had given credit to, but after he had given credit he never saw them again. Yu Nam Sam owed him \$1,494; this was a bad debt, as he could not find the man, who was travelling trader. The boycott was partly responsible for his failure, as no one would purchase American goods.

Mr. Hays—Why don't you endeavour to do business instead of sitting down doing nothing?—Because my creditors want me to find security and I cannot.

Mr. Hays—Didn't you do a big business?—Not unless I gave credit. There was very little cash.

Mr. Hays—Isn't it better to do a little business than a large credit business?—You must be a business man to know about these things.

His Lordship adjourned the examination for a week.

## AN IMPRISONED DEBTOR.

Re Chey Chung Li ex parte Lo Tai Chai.

Mr. P. W. Goldring (of Messrs. Bratton, Hett and Goldring) who represented the debtor, said that nothing had yet been definitely decided by the creditors in this case. It had been decided, however, that if a prosecution took place it should be conducted by the Crown.

His client had been in prison a little over a month, and it was almost time something had been done. He would ask his Lordship to fix a day for him to renew his application for the prisoner's release.

His Lordship—You can move your motion next Thursday.

Mr. Goldring—Not before. I was going to ask for Saturday morning.

His Lordship—There is no reason for that. Negotiations are going on with the creditors.

Mr. Goldring—Are they, my Lord? There appears to be little sign of it.

His Lordship—You can make the application next Thursday, and notice will be given to all the parties interested.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WEE (PUISNE JUDGE).

## A DISPUTED BALANCE.

Wing Shing Cheong and Yuen Wo and others to recover the sum of \$384.83, balance due on account of goods supplied.

Mr. E. Harding (of Messrs. Ewens, Harston and Harding) appeared for the plaintiff, and Mr. R. A. Harding for the defendant.

Mr. R. Harding stated that the defendant had paid into Court the sum of \$370.82 on account of the claim, and \$24.20 costs. The difference between the amount paid in and the amount claimed was about \$210.

This balance, according to the books of the plaintiff, had been credited to the defendant, and the receipts he held bore the signature of one, Lau Tim, the plaintiff's clerk.

The plaintiff contended that the signature on the receipts was not Lau Tim's, but his Lordship held that it was.

Mr. R. Harding said if his Lordship concluded that the signature was Lau Tim's, he would withdraw.

His Lordship—The plaintiff had better take the money in Court, but minus the question of costs.

Mr. R. A. Harding asked that the plaintiff be charged for particulars, as he brought an action for \$200 more than was owing.

His Lordship—You have books of your own haven't you?

Mr. R. A. Harding—But we had a fire in the shop, my Lord.

His Lordship—Oh! Oh! I'm sorry for that.

Mr. R. A. Harding—We couldn't possibly pay into court \$200 more than we owed without particulars, as originally their claim was \$200 less than at present.

His Lordship—Well, I think Mr. R. Harding must pay your costs.

Mr. R. A. Harding—I would also ask your Lordship that they pay the \$12 for particulars.

His Lordship—I will split the difference. Each side will pay \$6.

His Lordship—There will be judgment for the plaintiff for the money paid in, and costs up to the time of payment in, less \$6 for particulars. Also judgment for the defendant and costs from the time of paying in, costs to be settled by the Registrar.

## TABLE BOY'S SUICIDE.

Early yesterday morning P. S. O'Sullivan was called by Mr. Sahara, of Macdonald Road, and on proceeding to the house found that the table boy, Young Tong, 21 years of age, had committed suicide by hanging. The boy had been out down prior to his arrival. There was nothing to account for the deceased's rash act.

## NORWEGIAN LOYALTY.

On the 25th inst., the day on which King Haakon of Norway and his Queen entered their new kingdom, a telegram, of which the following is a translation, was sent to their Majesties:—

"Flags are flying from hundred masts, 'thousand Norwegian far from their homes' stands hail in their thoughts their King 'and Queen. Hail our beloved country.'"

To this telegram the following reply was received here to-day:—

"The Queen and I request you kindly to bring our thanks to the Norwegians in 'Hongkong who wished us such a hearty welcome in their dear, far-off fatherland.'"

HAARON.

According to telegram received by a local Norwegian, more than a hundred Norwegian ships in the East from Singapore to Vladivostok were clad in gay bunting on the 25th.

## POLICE COURT.

Thursday, 3rd November.

BEFORE MR. F. A. HAZELAND FIRST POLICE MAGISTRATE.

## CRUELTY TO A SNAKE.

A native doctor from Canton was charged with cruelty to a snake and hawking medicine without a licence. It appeared he arrived in the colony a few days ago and took up his stand at the Man Mo temple where he offered medicine for sale. Police Sergeant 61 came on the scene yesterday and found him with a snake in an iron cage. He was poking and spitting at the reptile in order to get it angry, and he was arrested at once. For the cruelty he was fined \$10 and for hawking without a licence \$3.

## ACTING AS A POLICEMAN.

Fung Po was sent to prison for two months' hard labour for assaulting another native, and two months' hard labour for assuming the name, designation or description of a policeman, the sentences to run consecutively. Inspector Goulay stated that the defendant found two men fighting. He went up to them, separated them, caught one by the queue and, saying that he was a policeman, gave him a prod with a truncheon. Just then he caught sight of a lunk and ran off, but was arrested. It was common for men to represent that they were constables in the hope of getting a bribe.

## GAMBLERS.

Twelve natives were presented by Inspector Goulay for gambling. A raid had been made by the police on the house 13 MacGregor Street where the defendants were found playing ngan pai. The first and second, masters, were fined respectively \$100 and \$50, and the others \$3 each.

## A DISORDERLY RUSSIAN.

A Russian sailor from the cruiser *Almas* was charged with behaving in a disorderly manner at Murray P.C. and also with damaging the tunic of P.C. 789 to the extent of \$2.50. He was fined \$2 and ordered to pay compensation to the amount of the damage.

BEFORE MR. C. D. MELBOURNE (ACTING SECOND POLICE MAGISTRATE).

## DISORDERLY CONDUCT IN THE PUBLIC GARDEN.

Two table boys at the Hongkong Club were summoned for not conducting themselves in a quiet and orderly manner in the Public Gardens. According to an Indian constable they were throwing stones or sand at the birds and poking sticks at the monkeys. Defendants said they were doing nothing wrong and did not know for what they were arrested. They were fined \$1 each.

## ALLEGED FRAUDS.

A shop clerk in the employ of the Tai Loi firm, 249 Hollywood Road, was charged with making and uttering three authorities for the delivery of large quantities of goods with intent to defraud the firm. Inspector Goulay asked for a remand, and this was granted.

## LICENSING SESSIONS.

The adjourned annual meeting of Justices of the Peace for licensing purposes was held yesterday afternoon at the Magistracy. Mr. F. A. Hazeland presided and the other Justices present were: Rev. C. H. Hiskings, Messrs. R. H. Craig, T. F. Hough, C. D. Melbourne, T. F. Haamer, Lyons (deputy superintendent), and E. Shelling. Three applications were submitted to the meeting.

The first was from Luis Comar, of 63 Des Voeux Road, for an adjacent licence.

The Chairman said there was no police objection, and the application was granted.

H. Peich applied on behalf of Mr. Weismann of Weismann's Tiffin Rooms, 34 Queen's Road, Central, for an adjacent licence. The Chairman explained that the premises were all under one roof, and the licence was granted.

Mr. Sharp, K.C., instructed by Mr. H. W. Looker, appeared in support of the application from Mr. D. Dorabjee, of the King Edward Hotel, for a licence in respect of the two houses, 3 and 5 Des Voeux Road. He explained that the two houses were separated by a side street, Lee House Street, and the licence asked was a public house licence. In Hongkong they had fewer licences than were recognised in England. Such a licence was defined as a licence to keep an inn or a public house, and he was asking for a licence for a hotel or an inn. They said the King Edward Hotel was an inn within the meaning of the Ordinance, and that was covered by the terms of the licence. The question before the Justices was a very simple one. Was the King Edward Hotel one or two inns? It was clearly one inn. Now what was an inn? It had been defined in many ways as a place adapted for travellers, where they could procure board and lodging. It might consist of several buildings so long as they are under one control. In the King Edward Hotel they had only the constituents of one inn. There was only one dining-room, one kitchen, one set of common rooms, and only one office for the conduct of the establishment—all these to be in the new building. No 3, the old building, will be simply an annex, and will consist mainly of bedrooms. The front portion, which was now occupied as a bar, was already let to a bank. After pointing out that it was not necessary that a hotel or an inn should consist of only one house, he contended that it was only necessary that the houses should approximate and be under one control and stated that the present application was for a licence to keep an inn in the two houses mentioned. It was unnecessary to speak of the merits of the applicant, who was known to them all. The number of bars would not be increased. If the hotel were held to be two houses, there would follow the absurd result that Mr. Dorabjee would be paying for the licence twice the amount of that for the Hongkong Hotel, which was so much larger. Two licences could not be held by the same person.

The Justices considered the application in private and after a lengthy deliberation agreed to grant the licence.

## BUSHIDO IN BUSINESS.

[By FREDERICK GREENWOOD IN THE "PALL MALL GAZETTE."]

In the *Pall Mall Gazette* and elsewhere some very good articles have been printed lately to this effect: As presented to a nervous Western world the Yellow Peril is a bogey. It is a bogey because it holds up to expectation a coming time, not far off, when the swarming yellow races of the East, sufficiently instructed, armed, and drilled, will pour over their frontiers in pillages and looting, to the destruction of civilised Europe. Which is absurd. The true Yellow Peril is not at all of that sanguinary character. A great danger for Europe is rising in the Far East, no doubt (so runs the argument), but of an entirely different kind. The menace is commercial: competition in the various employments of industry and trade. For such rivalry the adept and laborious peoples of China and Japan are eminently fitted. Already they are beginning to occupy the Eastern market, and will do so more and more; for, in the first place, they are "on the spot"; in the second place, they have an increasing command of Western capital; and in the third, the labouring population is able and content to work under conditions which ensure a cheapness of production that no European nation can hope to approach. This is the real Yellow Peril, and not the spectre called up by Charles Pearson's famous book, "National Life and Character," ten or twelve years ago.

Justice for Charles Pearson's book!

Everybody reads it—most readers turning over its pages fascinated but with a fork. Everybody talks of it, but upon an understanding that though they must not be supposed capable of swallowing Mr. Pearson's extravagant and positive predictions, they will call it a "forecast" on the title-page.

But the Yellow Peril which he dwelt upon was not the bogey, not the portent which had begun to haunt the minds of students of the East before Pearson wrote and the German Emperor took to designing admonitory pictures for distribution to his people. It is true that the English (Australian) professor admitted to his specialisation in the study of the Yellow Peril would rise to self-assertion, and adapt his account of it to the distance, treating it as a secondary consideration. "It seems certain," he said, "that sooner or later China must become a formidable military power." "Fifty years hence" (from 1893) China may have taken that "inevitable position." No one can doubt what would happen were China to be governed by a man "with the vigorous and aggressive genius of Peter the Great or Frederick the Second."

A leader of genius might perhaps arise "to combine the Mohammedans of China in a common organization," in which case "it would be difficult to suppose that China would not become an aggressive military power, sending out her armies in millions to cross the Himalayas," and so forth. Other passages, even stronger than these but always with qualifications of the same or similar kind, might be cited to show that the Yellow Peril does stalk in the background of Pearson's vision. It does; but only because it could not be banished, and not because the parade of it had any considerable place in his intention. After writing one of the sentences quoted above he says that the Chinese do not need "the accident of a man of genius to develop their magnificent future. Ordinary statesmanship adopting the improvements of Europe without offending the prejudices of the people, may make them a State which no power in Europe will dare to disregard."

Not was Pearson's forecast specially concerned with the future of the Yellow races: America North and South, Australia, Africa, were included in it. The black peoples, who are already bringing themselves under general observation, were as much considered as the peoples of Eastern Asia; all that he has to say about the danger to the conclusion which he wished to impress upon his readers was that the lower races are increasing upon the higher, and will some day confine them to a portion of the Temperate Zone. And a startling conclusion it is; but not so improbable in 1905 as in 1893, though the interval is but twelve years long. In those years, however, the Yellow peoples have initiated, have accomplished developments far more rapid and decisive than Pearson or any other white man dreamed of as possible within the time. Meanwhile we have had—the Germans and the Japanese—some moving experiences in Africa too, and how far they accord with Pearson's forecast may be partly seen from the following quotation:—

British rule means order and peace, industry and trade, the enjoyment of property under fairly equal laws. To an African native the establishment of a colony like Natal is like throwing open the gates of Paradise. He streams in, offering his cheap though not very regular labour and supplying all he wants at the very smallest expense of toil. What he multiplies, however, the British race begins to consider a labour of all but the highest kind dishonourable; and from the moment that a population will not work in the fields, on the roads, in the mines, in the factories, its doom is practically sealed. It is limited to supplying employees, merchants, contractors, shopmen, and foremen to the community; the end of the matter is that the "white race" will gradually be absorbed or displaced; and the more certainly where it is "surrounded by dense masses of an unfriendly population." As to that, however, Pearson had very little dread of such hostility as the Germans are experiencing in South Africa. It is much to the purpose of these remarks that though, of course, he knew that many thousands of good black fighting-men were receiving an education in the face and the use of their deadly appliances, he speaks of Black Boy to lighten the dramatic and moral effect of his anticipations. What is now described as "the real Yellow Peril" is precisely that which Pearson prophesied, with the additional warning of a Black Peril equally abiding in a bloodless way. As I thought and said at the time when his speculations came into print, he had a surprisingly small belief that war would determine or even hasten the changes he looked for. The future which he foresaw had no such element, no such violent introduction as the Russian Japanese conflict. Considering what that future is, it never seemed likely to come about without rebellion and resistance half the world over; yet Pearson traced out a much smoother course of events—smoother, but irresistible as a arising tide. Climate, commerce, and the lessons of civilisation were to do the business, operating throughout the "yellow zone" and the "black zone" alike. Although when looking to the Chinese he could fancy them repeating at some time or other the excruciating ravage of the Turks, he thought the industrial competition of China much more to be feared. The immense resources of the country; the colonising enterprise of the people; their astonishing capacity for toil; their aptitude for organization; and the thrift which, with all these other qualities, enables them to starve out every man of white race whom they come into competition—this was for him the more real and certain Yellow Peril; and though he gave little consideration to the Japanese, they and

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39

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WINTER MILLINERY

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BOOTS AND SHOES FROM WELL-KNOWN AMERICAN MAKERS AT REDUCED PRICES.

## THE BURLINGTON.

2, PEDDER STREET, OPPOSITE THE HONGKONG HOTEL.

Hongkong, 13th November, 1905.

[1886]

all the other yellow races were in his contention. And so to the blacks and browns. Wherever we colonise or market they are learning and they are swarming, and will gradually thrust back the European peoples by an expansion of native energy and self-assertion where climate and population favour pressure. Thrown back within narrower limits, we Europeans shall look about us "to see the world girdled with a continuous zone of the black and yellow races," monopolising the trade of their own regions and starving European industry.

This being Charles Pearson's forecast, it will be seen that, by allowance of the coolest opinion of the day, there is nothing of the "bogey" in it. It is like many other men, he believed that some very strenuous old-world fighting qualities slumbered in the Yellow race, he has been justified, for in the no-time of ten years after he wrote there came between East and West one of the most bloody and resounding wars that ever were waged, and the East won. That, however, may be regarded as a fortuitous event, perhaps. Possibly, as so many of us think, it will never occur again. Leaving this branch of the subject, therefore, and looking to the other, we see that the real, the evolutionary, the commercial and industrial Yellow Peril has made a striking advance within the same brief period. Of course it does not compare at all with the naval and military development of affairs, but it is a sufficient advance to surpass the expectation of twelve years since, whether Pearson's or another's. No one supposes that Europe has suffered in the least, so far, from the industrial and commercial competition of Japan and China; unless for a few great firms like Cross and Blackwell and Bryant and May, who find their goods superseded by the most perfect franks under cover of trade-labels, have been initiated. With such exceptions—probably not more in number than three or four dozen—the industrial competition of the Far East has been more stimulating than repressive up to the present time, no doubt. But although there has been some argument to the contrary of late, Trade is a jade that will still follow after the conqueror's drum. And just as German commerce took enormous strides immediately upon the conclusion of a glorious war, so that with plainer reason all expectation looks to an immense enhancement of the industrial rivalry of Japan. And indeed it is something to be beyond challenge, the first maritime power in these prolific seas; and something more to have at disposal not only the ports and harbours of Korea, but its little-worked resources above-ground and underground, and even the population itself. So many factories have already been set up in Japan—cotton-mills, ironworks, and the like—that the look of the country in many places is said to be quite changed. Now the natural resources of Korea are to be opened up also; not, I believe, to foreign concessionaires, but to Japanese enterprise strictly defined, though open as day to the assistance of foreign capital. And who would hesitate to place his money with a people so astonishingly apt in all they undertake as the Japanese?

Apparently, therefore, now it is that "the real Yellow Peril" is about to come on in earnest; the only question for asking whether we have anything to say in a matter which certainly concerns us. Charles Pearson evidently took a fatalistic view of it. He was quite clear that it could only work out in one way by the operation of forces practically uncontrollable, and in the long run he may turn out to be right. Meanwhile, however, and as we will more readily admit this than our gallant allies themselves—we must need do our best to keep our markets against all rivalry. We are quite agreed on that point; and yet I wonder, to what extent? In all the discussion of the subject which I have yet seen, only one means of defence is mentioned: extraordinary care and diligence in our workshops and counting-houses. Sound advice it is, of course, but of what avail against the cheap labour and the much more adept management of the Japanese and Chinese? "on the spot"? In reply comes the counter-question, "What other means is there, then?" None that can be thought very effectual. But I am sure of this, that those admirable Japanese, piercingly sensible, pattern patriots—above all, Bushido-taught—would think it madness and a crime to supply a rival nation with the means of extending his rivalry.

Yes, I mean that that will be done if and when the expected millions are sent out of their country to establish competing mills, mines, factories, and freight-ships where we know they must be ruinous to British industry. It is not even as if the works so established could be British property: as I understand the matter, that is not at all the Japanese idea. Or if there were no other means of investing British capital, something might be said for British individuals who earned their four per cent. by cutting down trade and wages in England, as it is, however, that something cannot be said.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of China* arrived at Vancouver on Monday, the 27th Nov., p.m., for Hongkong via the usual ports of call.

The Indo-China str. *Laisang*, from Calcutta and the Straits, left Singapore for this port on the 29th Nov. at 1 p.m.

The C.N. str. *Chingyu*, from Australian ports, left Sydney on the 25th ult., p.m., and is due here on the 17th inst.

## THE ROBINSON PIANO CO.

WE HAVE TO-DAY REMOVED TO

10, DES VŒUX RD.

OPPOSITE

THE KING EDWARD HOTEL

AND

MESSRS. WM. POWELL, LD.

THE ROBINSON PIANO CO., LD.

Hongkong, 21st November, 1905. [2055]

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and

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BY

C. B. MITFORD, F.R.G.S.

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Editor, and sent to the Editor's Office, 10, Queen's Road Central, Hongkong, before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

**LARGE WHISKY DISTILLERIES**—Sole Agents. Liberal purchase terms and support. Unrivalled brands. Apply with Bank references to KINCAID, 16 Devonshire Square, London.

## NOTICE.

NOTICE IS HEREBY GIVEN that as from the 1st December, 1905, Mr. ESHOOFALLY SOULEMANJEE will be in charge of our Hongkong Office. Addressed to Mr. ESHOOFALLY SOULEMANJEE & CO. Dated the 30th November, 1905. [2368]

## WANTED.

**A BOOKKEEPER.** Apply to—

THE SECRETARY,  
Dairy Farm Co., Ltd.  
Hongkong, 1st December, 1905. [2369]

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, on TUESDAY, the 2nd December, 1905, at 11 a.m., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Lee House Street, A QUANTITY OF HOUSEHOLD FURNITURE, including—

HAND-SONE SIDEBOARD, BRASS BEDSTEAD, DRAWING ROOM SUITE, &c., &c., &c.

Also A LARGE ASSORTMENT OF ENGRAVINGS (Artists' Proofs). Catalogues will be issued. Terms:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 1st December, 1905. [2369]

FOR NAGASAKI & VLADIVOSTOK.

**THE Steamship**

"TUNGUS" Captain Halvorsen, will be despatched for the above ports on SATURDAY, the 9th inst., at 5 p.m.

The steamer has 1st Class accommodation for passengers.

HAMBURG-AMERIKA LINIE, Hongkong Office, Hongkong, 1st December, 1905. [2700]

**NOTICE TO CONSIGNEES.**

FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Steamship**

"LIGHTNING" having arrived, Consignees of Cargo are hereby informed that Cargo are being landed and stored at their risk and expense into the Godowns and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before the 6th December by the undersigned or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 6th December will be subject to rent.

Bills of Lading will be countersigned by DAVID SASSOON & CO., LD., Agents. Hongkong, 30th November, 1905. [2395]

**OCEAN STEAMSHIP COMPANY, LIMITED.**

**CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**CONSIGNEES per Company's Steamer**

"QANFA" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 1st December.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 a.m. on the 5th December.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 5th December will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th December, or they will not be recognised.

No Fire Insurance has been effected. BUTTERFIELD & SWIRE, Agents. Hongkong, 30th November, 1905. [9-10]

**S.S. "ARMAND BEHIC"**

**COMPAGNIE DES MESSAGERIES MARITIMES.**

**NOTICE.**

CONSIGNEES of Cargo from London ex s.s. "Maiden" from Bordeaux ex s.s. "Ville de Dunkerque" and "Fred Murel" in connection with above Steamers are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Thursday, the 7th Dec-ber, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before 7th December, or they will not be recognised. All damaged packages will be examined on Thursday, the 7th December, at 3 p.m. No Fire Insurance has been effected. G. de CHAMPEAUX, Agent. Hongkong, 30th November, 1905. [2]

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, for account of the concerned, TO-MORROW (SATURDAY), the 2nd December, 1905, at 2:30 p.m., at their SALES ROOMS, No. 8, Des Vaux Road, Corner of Lee House Street, A LARGE ASSORTMENT OF ENGLISH-MAKE GOLD & DIAMOND JEWELRY (SUITABLE FOR CHRISTMAS PRESENTS), BENSON'S GOLD and SILVER WATCHES, LADY'S GOLD WATCHES, BRACELETS, CHAINS, DIAMOND RINGS and HAIR PINS, DIAMOND NECKLACE, GOLD BROOCHES, PEARL HAIR PRESS, &c., &c., &c. Catalogues will be issued. Terms:—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 29th November, 1905. [2361]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, TO-MORROW (SATURDAY), the 2nd December, 1905, at 2:30 p.m., at his SALES ROOMS, Queen's Road, GENT'S SUIT LENGTHS, LADIES' DRESS MATERIALS, COUNTERPANES, ART MUSLIN, CURTAINS, TOWELS, &c., &c. Also A FEW TOYS, &c., &c. Terms of Sale:—As Customary. V. I. REMEDIOS, Auctioneer. Hongkong, 30th November, 1905. [2364]

## PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, On MONDAY, the 4th December, 1905, at 12 o'clock (NOON), at Blake Pier, The Steam Launch "DAKIN" Length ... 50 feet. Breadth ... 10 feet. Depth ... 5 feet 6 inches. Engines ... 2 Compound inverted. Speed ... 9 Miles. Built ... at Kowloon Docks. For further particulars, apply to GEO. P. LAMBERT, Auctioneer. Hongkong, 22nd November, 1905. [2363]

## PUBLIC AUCTION.

MESSES. HUGHES and HOUGH have received instructions to sell by Public Auction, On MONDAY, the 4th December, 1905, at 3 o'clock in the afternoon at their SALES ROOMS in Lee House Street, IN ONE LOT THE VALUABLE LEASEHOLD PROPERTIES, registered in the Land Office as INLAND LOT No. 576 and FARM LOT No. 63.

These properties comprise No. 4, SEYMOUR ROAD and a house now in course of erection known as "GLENSKIN". The total area of the above Lots is 103,450 square feet. The total Crown Rent is \$38.

Particulars and Conditions of Sale may be obtained from the Vendor's Solicitors, Messrs. DEACON, LOOKER & DEACON, 1, Des Vaux Road Central; And from the Auctioneers, Messrs. HUGHES & HOUGH, 22nd November, 1905. [2363]

## INTIMATIONS.

## NOTICE.

POSITION VACANT in the Office of the ROBINSON PIANO CO., LD., for a European Clerk. Hongkong, 28th November, 1905. [2362]

THE HONGKONG CANTON & MAZAO STEAMBOAT COMPANY, LIMITED.

THE POSITION of SECRETARY to the Company will BECOME VACANT in April next. Applications for the Appointment (in writing only) are to be addressed to the undersigned.

By Order of the Board of Directors, T. ARNOLD, Secretary. Hongkong, 28th November, 1905. [2374]

REQUIRED by a FIRST-CLASS MERCHANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPRADORE. Good references and substantial securities required. Apply in writing to Messrs. JOHNSON, STOKES & MASTER, 8, Des Vaux Road Central. Hongkong, 4th September, 1905. [2350]

## SITUATION WANTED.

BY a STEADY and ENERGETIC YOUNG MAN, as Assistant in a Mercantile or Shipping Office. Is an EXPERT TYPESETTER and has experience of Insurance Work. Excellent testimonials. Apply to—

Care of "Daily Press" Office. Hongkong, 29th November, 1905. [2379]

## SITUATION WANTED.

BY a CHINESE CLERK who has a long experience as GENERAL OFFICE ASSISTANT and BOOKKEEPER. Shipping or Brokers Office preferred. Apply to—

Care of "Daily Press" Office. Hongkong, 29th November, 1905. [2357]

## EMPLOYMENT WANTED.

BY a Young Englishman with five years' experience in a mercantile firm with a good knowledge of SHORTHAND and TYPEWRITING. Apply to—

M. Q. C., Care of "Daily Press" Office. Hongkong, 15th November, 1905. [2371]

## INTIMATIONS

THE HONGKONG ELECTRIC CO., LD. NEW ISSUE SHARES.

SHAREHOLDERS are hereby notified that the FINAL CALL of \$5.00 (five dollars) per Share has been made, and is PAYABLE at the Company's Office, 8, Queen's Road Central, on or before 1st December, 1905. Shareholders are requested when paying the above-mentioned call to send to the Company's Agents their Provisional Share Certificates for endorsement.

By Order of the Board of Directors, GIBB, LIVINGSTON & CO., Agents. Hongkong, 26th October, 1905. [2427]

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

LOST.

THE SHARE CERTIFICATE No. 3035 TEN SHARES numbered 17935 to 17944 and 4271 to 4275 inclusive, standing in the Register in the name of EDWARD SHELLEIM, of Hongkong, having been LOST, NOTICE IS HEREBY GIVEN that unless the said CERTIFICATE be produced at the Office of the Company, 5, Queen's Road Central, Victoria, Hongkong, on or before the Seventeenth day of December, 1905, a new Certificate for the said Shares will be issued and the old Certificate will thereafter be held by the Company as null and void.

A. SHELTON HOOPER, Secretary. Hongkong, 18th November, 1905. [2363]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the undermentioned CERTIFICATES Nos. N.S. 10531/10541 dated Shanghai 17th July, 1900, for FOUR HUNDRED AND THREE SHARES of this Bank registered at the SHANGHAI BRANCH in the name of TONG SHOU PANG (now deceased) have been LOST and should these certificates not be produced before the 24th day of December, 1905, NEW CERTIFICATES for the Shares will be issued by the SHANGHAI BRANCH and the said Certificates Nos. N.S. 10531/10541 will be thereupon treated by this Corporation as NULL and VOID.

No. N.S. 10531 for 50 Shares numbered 38856/75, 68003/17, 69083/92 and 68114/13.

No. N.S. 10532 for 40 Shares numbered 8535/43, 6546/50, 25872/86 and 60239/97.

No. N.S. 10533 for 30 Shares numbered 52935/82 and 25952/54.

No. N.S. 10534 for 25 Shares numbered 37075/89, 68003/17, 69083/92 and 68114/13.

No. N.S. 10535 for 20 Shares numbered 47623/27, 10623/37 and 22006/16.

No. N.S. 10536 for 25 Shares numbered 47012/11, 10438/52 and 65679/83.

No. N.S. 10537 for 25 Shares numbered 119521/15, 68003/17, 69083/92 and 68114/13.

No. N.S. 10538 for 35 Shares numbered 21637/42, 20509/603, 69316/23, 66676/83 and 63022/24.

No. N.S. 10539 for 25 Shares numbered 89339/42, 5349/18 and 2474/83.

No. N.S. 10540 for 25 Shares numbered 65533, 4283/87, 40339/31, 19331/307, 30733/37, 65757/58, 67489/91, 68100 and 68412.

403 Shares. By Order of the Court of Directors, J. R. M. SMITH, Chief Manager. Hongkong, 30th November, 1905. [2363]

IN THE SUPREME COURT OF HONGKONG. PROBATE JURISDICTION.

In the Goods of FREDERICK CHRISTOPHER BOYES, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 53 of Ordinance No. 2 of 1897, made an order limiting the time for creditors and others to send in their claims against the above estate to the 15th December, 1905.

All creditors are accordingly hereby required to send in their claims to the undersigned on or before that date.

Dated the 15th day of November, 1905. DEACON, LOOKER & DEACON, Solicitors for the Administrator. [2392]

ZETLAND LODGE, No. 525, E.C. A REGULAR MEETING of ZETLAND LODGE, will be held at the FREE-MASONS' HALL, TO-NIGHT (FRIDAY) the 1st December, at 8.30 for 9 p.m. precisely. Visiting Brothers are cordially invited to attend. Hongkong, 28th November, 1905. [2373]

**TO LET.**

FULLY FURNISHED HOUSE in Kowloon, early next year, 4 Rooms, suitable for a family or mess of 3 bachelors. Apply—

G. E., Care of "Daily Press" Office. Hongkong, 29th November, 1905. [2360]

**TO LET OR FOR SALE.**

DUNHEVED 33, Robinson Road. Apply to—

HO U. MING, 81, Queen's Road Central. Hongkong, 17th June, 1905. [2353]

**TO LET.**

FURNISHED ROOM with Board near Ferry, Kowloon. Tennis Court attached. Apply—

M. S., Care of "Daily Press" Office. Hongkong, 30th November, 1905. [2360]

**TO LET.**

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite to the Post Office. Possession on or after the 10th December, 1905. Apply to—

WONG CHEE SANG, Care of YEE SANG FAY & CO. Hongkong, 30th November, 1905. [2391]

## TO LET.

## HONGKONG CLUB.

## TO LET.

TWO ROOMS on the Ground Floor of the Annex, from 1st September next, suitable for Offices. For particulars apply to the undersigned.

C. H. GRAOE, Secretary. Hongkong, 1st June, 1905. [1350]

## TO LET.

NO. 3, GRANVILLE AVENUE, KOWLOON. Electric light. Immediate possession. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 20th June, 1905. [1477]

## TO LET.

NOS. 2, 5, 6, BARROW TERRACE, KOWLOON. THREE NEW HOUSES, CASTLE ROAD, HONGKONG. Apply to—

SAM WANG CO., LD., 81, Queen's Road Central. Hongkong, 12th July, 1905. [1234]

## TO LET.

NEW "KINGSCLORE" with Stables. Entrances in both Kennedy and Macdonnell Roads. For full particulars, apply to—

LINSTEAD & DAVIS, Alexandra Buildings, 3rd Floor. Hongkong, 17th February, 1905. [47]

## TO LET.

NEW EUROPEAN HOUSES, Nos. 1 & 2, Humphreys Avenue, Kowloon. With immediate possession. Apply to—

CHINA MERCHANTS S.N. CO., 15 & 16 Cornhill Road, West. Hongkong, 30th November, 1905. [2381]

## TO LET.

NO. 15, KNOTSFORD TERRACE, KOWLOON. THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 6th September, 1905. [2069]

## TO LET.

WANCHAI GODOWN No. 107A. Apply to—TANG CHUK MAN, Care of Tang Yin Cheung, 104, Hollywood Road. Hongkong, 15th November, 1905. [2572]

## TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases. Apply to—

CHUNG SHUN KO, First Floor, No. 10, Queen's Road Central. Hongkong, 18th July, 1905. [192]

## TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs. GAVY & Co.) For Offices. Apply—

KELLY & WALSH, LD. Hongkong, 4th September, 1905. [2051]

## TO LET.

SUITABLE for Offices, ONE ROOM in Prince's Buildings. Apply to—

LAUTS, WEGENER & CO. Hongkong, 4th March, 1905. [2051]

## TO LET.

"THE EYRE" Peak. 1, DES VEAUX VILLAS, Peak. Nos. 5, 6 & 21, BELILIOS TERRACE, BUNGALOW (Furnished), at New Territory, Kowloon, 4 Rooms. Low rental.

2ND FLOOR in Central position, containing Four Large Rooms, Anteroom and Lavatory, &c., with use of Electric Lift. Well suited for Offices. Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings. Hongkong, 28th August, 1905. [1938]

## AT THE PEAK.

BOARD and RESIDENCE in Private House for Two Gentlemen. Terms Moderate. Apply—

A. B. B., Care of "Daily Press" Office. Hongkong, 25th November, 1905. [2368]

## TO LET AT THE PEAK.

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G. C., Care of "Daily Press" Office. Hongkong, 25th November, 1905. [2369]

## TO LET.

NO. 74, CAINE ROAD. Apply to—

COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. [84]

## TO LET.

NO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. Apply to—

E. A. DE CARVALHO, 14, Arbutnot Road. Hongkong, 13th May, 1905. [119]

## TO LET.

NO. 1, RIPON TERRACE. OFFICES in course of erection, CORNAUGHT ROAD (near BLAKE PIER). GODOWNS: PEAK EAST. A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd. HOUSES in MONTROSE TERRACE. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 3rd August, 1905. [81]

## TO LET.

## TO LET.

GODOWN, No. 3, NEW PRAYA Kennedy Town. Apply to—

HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 28th June, 1905. [1559]

## TO LET.

"TANG YUEN" No. 18, MACDONNELL Road, containing 18 Rooms and Bath Rooms; a well laid out Garden and Lawn. Full View of Harbour. Lately occupied as a First-Class Hotel. Part or whole of premises can be let. Apply to—

JUK CHEUK MAN, No. 81, Queen's Road Central. Hongkong, 12th July, 1905. [1653]

## TO LET.

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DORAJEE & CO., King Edward Hotel. Hongkong, 13th September, 1905. [2113]

## TO LET.

HOUSES in AUSTIN AVENUE, Kowloon. Moderate rentals. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 12th October, 1905. [2335]

## TO LET.

NO. 4, CLIFTON GARDENS, Conduit Road. Apply to—

THE HONGKONG LAND INVESTMENT AND AGENCY CO., LD. Hongkong, 31st October, 1905. [2456]

## TO LET.

TWO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st December, 1905. Moderate Rentals. Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD. Hongkong, 30th June, 1905. [2261]

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DWELLING HOUSES on Pedder's Hill. SPACIOUS GODOWNS, formerly known as McGregor Barracks, fronting the Praya. SECOND FLOOR of No. 6, DES VEAUX ROAD CENTRAL, formerly occupied by the Standard Oil Co. of New York.

SECOND FLOOR of VICTORIA BUILDING, formerly occupied by Meyer & Co. Apply to—

DAVID SASSOON & CO., LD. Hongkong, 2nd September, 1905. [2044]

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CURED BY USING MOTHER SEIGEL'S SYRUP.

Science knows no nationality, its revelations benefit all mankind. For instance, the discovery and use of chloroform has averted a world of pain, of physical anguish, among people of all countries. It is not too much to hope that Science, aiding the community of interest, a destined finally to bring about universal brotherhood. When critically examined, differences between the races prove far less important than is generally supposed. The blood of a Kaffir and the blood of a white man look just alike under all scientific tests. Nearly all of the best-known diseases find their victims among all races and in all countries, in particular, the miner and the mountaineer, the millman and the labourer, indifferently. Both sexes of every age and occupation, are liable to it, and its prevalence is the cause of much pecuniary loss and distress.

Science has provided an antidote to Indigestion—and the long train of ill that follow it when unchecked—in Mother Seigel's Curative Syrup. Among people who have proved this by actual experience is Mrs. S. Brown, of 6 Park Street, Johannesburg, Transvaal, who wrote thus on February 6th, 1905: "I first made the acquaintance of Mother Seigel's Syrup in the old country, eleven years ago, and it was a fortunate day for me. I suffered intense pain in my chest and stomach, and decided to eat, knowing full well the torture that would soon follow. Days of pain were followed by restless nights, and I seldom obtained more than two or three hours of sleep at a time. This continued for about a year, when I began to take Mother Seigel's Syrup. I was benefited by the very first dose. Continuing its use, I was soon completely cured, and from that day to this my health has been good."

The experience of Mrs. Alletta Harth, of 10, Madison Street, in the same town, does not differ much from that of Mrs. Brown. "I suffered from a heart ailment which I named 'heart trouble,'" and Mrs. Harth on February 6th, 1905. "I was always fat, and the best of health was too much for me, various doctors prescribed for me and several patent medicines were tried, but my health got no better. When, however, I tried Mother Seigel's Curative Syrup there was at once a change for the better. The faintness and heart-palpitation ceased. Now, thanks to that grand remedy, my health is all I could wish it to be. The fact is, Mrs. Harth, suffered from an effect of neglected indigestion."

So, too, did Mrs. Anne Smith, of 7, McIntyre Street, Mrs. Harth's neighbour in Johannesburg, who said (February 6th, 1905): "For a long while I was troubled with a severe cough, pains at my chest and back, want of appetite, and sleeplessness. All this implies indigestion, which only Mother Seigel's Syrup will cure. Four bottles of that medicine—obtained from Messrs. A. J. White (Colonial), Ltd., corner of Princess and Diesel Streets, Port Elizabeth, C.C.—dispensed of all my trouble, and my health is now quite satisfactory."

## OLD AND NEW ADMIRALS OF THE CHINA STATION.

It was only in March of last year, says the *Naval and Military Record*, that Admiral Sir Gerard Noel succeeded Sir Cyprian Bridge in command of the China Squadron, and now it is announced that he is about to return home, although the normal length of this command is three years. There is food here for gossip, but there is no mystery about the matter. Sir Gerard Noel has not been superseded—such an idea would be absurd—but he is relinquishing his appointment at the first convenient opportunity after the close of the war on his promotion to full flag rank. He reached the rank of admiral in May last, but it was not considered desirable for him to be relieved at such a juncture. The change was, therefore, deferred to a more fitting moment, and this will be at the end of Sir Gerard's two years' command on the station. It is no secret that this officer has not regarded some features in the redistribution of the fleet with sympathy, and he has, in particular, been opposed to the withdrawal of so many ships from distant stations, especially the China station. This is all very well known in the service, and a great deal more besides, but Sir Gerard's views have had no direct connection with the change in the command, though even if he had not been actually promoted to the rank of full admiral, the probability is that he would have felt that the transfer, minus his battleships, had become too small for an officer of his seniority. The force now contains only cruisers, but its relative importance is greatly increased by the fact that the admiral is responsible for the disposition, in time of war, of all the vessels in the Eastern fleet. Consequently, the position itself is one of much importance, though it has been somewhat slough.

Sir Arthur Moore is always in employment. He now proceeds without a break from the position of second in command of the Channel fleet to that of Commander-in-Chief of the China Squadron. He is an officer of ripe experience, though he is only ninth on the list of vice-admirals. He was formerly a member of the Board of Admiralty, and then went out to take control of the Cape of Good Hope Squadron. His position in the China Squadron shows a sudden change of plans, which is not a desirable feature. He has been in the Channel only since May last, and now, before he has had a real chance of doing effective work there, he is moving out to the Far East. Of course, his new position is one of greater freedom and increased responsibility, though the "East of Suez" have now become so placid that there is not a suggestion of any difficulties in the near future, such as rendered the periods of Sir Edmund Fremantle, Sir Edward Seymour, and Sir Cyprian Bridge memorable. We can only hope that during Sir Arthur Moore's term these anticipations of peace and goodwill will be completely realised.

Vice-Admiral the Hon. Sir Asleton Curzon-Howe is an officer who was certain of early employment, and after his recent term in the now extinct appointment of second in command of the China Squadron, he is fortunate to obtain so desirable a position as second in command of the Channel fleet. In the ordinary course Sir Richard Moore's connection with the Channel fleet comes to an end next month, and the selection of Rear-Admiral R. L. Groom as his successor is most interesting one and may be regarded as an expression of Admiralty satisfaction with the successful organisation of the Reserve Division at Portsmouth to the command of which he was appointed on its establishment in January last. The fact that officers who do well in these positions will be regarded by the authorities as having a good claim to employment in one of the regular sea-keeping squadrons. If the new reserve scheme to be a success, this principle must be adhered to. The new admiral of the Portsmouth Division (Rear-Admiral C. H. Cross) is exceedingly fortunate, as he was promoted only in June last, and is forty down the list, with nearly a score of rear-admirals above him unemployed.

## SIGNALLING AT SEA.

OFFENDING THE MERCHANT SERVICE.

The Merchant Service Guild have lately placed themselves in communication with the Admiralty in regard to the salute of one of their members, the captain of the steamship *James Brand*, being ignored by His Majesty's yacht *Victoria and Albert*. The Lords Commissioners of the Admiralty requested Commodore Koppel, as Commodore commanding His Majesty's yacht, to make a report on the subject. This report is to the effect that Commodore Koppel has held a searching inquiry into the allegation of the captain of the *James Brand*. It is stated that the officer of the yacht and the chief Yeoman of the signals, who were on deck about the time given, say that the colours of His Majesty's yacht were dipped, to the best of their belief, to every merchant vessel which saluted the yacht, in accordance with Commodore Koppel's orders and the custom of the service. It is said that some times merchant ships dip their colours three times, and it is the usual custom for H.M. ships to do so only once in acknowledgment, and Commodore Koppel cannot help thinking that, on the occasion referred to, this was done and was not seen on board the *James Brand*. It seems to him almost incredible that a man could be looking at the *James Brand* through a telescope and that another could be at the same time without acknowledging her salute. In any case, Commodore Koppel states that he would like to express his most sincere regret to the captain of the *James Brand* for the mistake which he believes H.M. yacht under his command was guilty, and to assure him that, at the worst, it was through an oversight, and was in no way intentional.

The Guild in a further letter to the Admiralty stated that they were quite sure that Commodore Koppel would not for one moment countenance any act of discourtesy, whether intentional or otherwise, from a merchant vessel. In support of the allegation of the captain of the *James Brand*, the Guild stated that they had received somewhat remarkable corroboration from the Captain of a steamer in one of the largest mail and passenger lines, who stated that on several occasions he had saluted the Royal yacht without any answer whatever being given. The Guild pointed out that they had reported a number of similar and constant omissions on the part of naval ships generally, and that reports of the kind were continuing to come in. They would not trouble the Admiralty on the matter but, as they say, from the fact that it is liable to engender bad feeling between the two services and to have a very detrimental effect on efficient signalling between them, about which the Admiralty have been so active of late. The Lords Commissioners of the Admiralty thereupon informed the Guild that in view of the assurance given by Commodore Koppel they are of opinion that no further action is called for at present. Sir Evan Macgregor states, however, that the desirability of issuing a general instruction on the matter will be considered, when effect is given to the recommendation of the committee on signalling between His Majesty's ships and merchant vessels, in whatever form may ultimately be decided on. The Guild is expressing their satisfaction on this point inquired when the report of the signalling committee would be issued as there appeared to be some delay and they were anxious to get the recommendations contained in the report before the notice of their members generally.

## NEW ARMY SCHEME.

SHORT SERVICE BATTALIONS.

The War-office has issued the following, says the *N. and M. Record*.

As was indicated in the Secretary for War's speech at Norwich, October 5th, October, the terms of enlistment promulgated by Army Order No. 189 of November, 1904, viz. nine years with the colours and three years in the reserve, has produced some satisfactory results, but the deficiency of men available for Indian drafts caused by the unwillingness of men enlisted for three years under Army Order No. 75 of April, 1902, to extend the period of their colour service, has, in large measure, been made good. To ensure the attainment of this end it was necessary to suspend for a time all enlistments for short service in the infantry. This step was rendered practicable by reason of the large accession of strength to the Army Reserve due to various causes, which had led to the decrease of long service men. A continuance of long service enlistments for the whole of the infantry, however, could not but tend to the ultimate depletion of the reserve below the numbers demanded by the requirements of Imperial defence. His Majesty's Government have decided, therefore, to give effect on a limited scale, to the scheme laid before Parliament by the Secretary of State for War, and to open enlistment for a term of short war service of two years with the colours and ten years in the Reserve. The long and short service enlistments will, therefore, proceed concurrently. A somewhat similar course was adopted in 1896, when, by Order of April in that year, a limited number of recruits for the infantry of the line were enlisted for three years army and nine years Reserve service, concurrently with the enlistment of men for seven years' army service. In that case, however, the service men were attached to long service battalions. In the present instance, as explained below, short service enlistment will be confined to special short service battalions. The scheme now proposed will give practical expression to the desire of His Majesty's Government to further the principle of territorialisation, as it is intended to localise the short service battalions as far as possible in the county or city with which they are nominally and for administrative purposes connected. The exigencies of service in India and the colonies, and the expense involved in moving battalions from abroad must necessarily make the process a gradual one. The change which is about to be made will affect seven battalions of the four battalion regiments, viz. the Northumberland Fusiliers, the Royal Wiltshire Regiment, the Royal Fusiliers (City of London Regiment), the Lancashire Fusiliers, the Worcestershire Regiment, the Duke of Cambridge's Own (Middlesex Regiment), the Manchester Regiment. It is intended to move these battalions to their territorial districts as soon as practicable. When these moves are completed several localities will each have a battalion of its territorial regiment quartered within its borders. It is believed that this step will have the result of strengthening the ties of interest which still exist between the localities and their territorial regiments to the mutual advantage of both.

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68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1905. [2355]

## ENGLAND AND SCANDINAVIA.

In order to understand the very active part which King Edward has taken in bringing about a settlement of the differences between Sweden and Norway it is necessary, remarks a correspondent of the *New York Tribune*, to explain a fact known to relatively few people, namely, that there is no real peace between Britain and the joint kingdoms of Sweden and Norway, a treaty, signed at Stockholm on November 21st, 1856, that is to say, in the Crimean War, whereby the King of Sweden and Norway solemnly pledges himself to England, "not to take or to exchange with Russia nor to permit her to occupy any part of the territories belonging to the Crown of Sweden and Norway. His Majesty the King of Sweden and Norway engages further not to cede to Russia any right of pasture, of fishery, or of any other nature whatsoever, either on the said territories or upon the coasts of Sweden and Norway."

In return, Queen Victoria bound herself, her successors and Great Britain to furnish the Crown of Sweden and Norway with sufficient naval and military forces to enable the King of Sweden and Norway to resist any pretensions and aggressions of Russia in that direction. This treaty, negotiated by Lord Palmerston and announced by Queen Victoria in her speech from the throne on the opening of Parliament on January 31st, 1856, had for its avowed object the prevention of Russia from obtaining, either from Norway or from Sweden, any free export washed by the Gulf Stream, and situated either on the Norwegian coast, on the Atlantic or on the shores of Sweden. Curiously enough this treaty, which attracted much attention at the time has now become a topic of political or international discussion since. As I stated above there are even many diplomats and statesmen who are ignorant of its existence. But it has been with the object of safeguarding England's obligations and rights under its provisions, in connection with the new situation created by the separation of Norway from Sweden, that King Edward has been so very much concerned about the Scandinavian crisis. I understand that the Norwegian Government has now decided to continue in its own account the maintenance of all the pledges made in its name by Sweden when the two kingdoms were united under one monarch.

## MR. ROOSEVELT AND THE CHINESE.

In the course of his speech at Atlanta, Georgia, on October 3rd, President Roosevelt took occasion to refer to the Chinese Exclusion question. The improved manners of the officials at the various United States ports towards distinguished Chinese arriving with proper credentials is now known to be the result of the President's direct and personal action, and he also states without circumspection that it is his intention to ask Congress to modify the provisions of the Act, so that it shall operate as it was originally intended to operate, solely to prevent the settlement in this country of Chinese of the coolie class.

Mr. Roosevelt's courageous utterances on this very burning question are likely to provoke an outbreak of protest and denunciation in the Pacific States, but Mr. Roosevelt is already assured of the support of the vast majority of the people outside the comparatively limited area of Trade Unionism. It is, however, hoped that even Trade Unionists who are always shouting about the dangers of an unlimited supply of Chinese cheap labour, may be converted to the view that it is possible to keep out the coolies without heaping indignities and insults upon Chinese statesmen, merchants, students, and others of the educated classes coming to this country to study in American institutions or for business or pleasure. President Roosevelt's frank, manly words at Atlanta, expanded as they will be in his message to Congress, may do much towards restoring American working men to an intelligent understanding of this Chinese question.

President Roosevelt said the debauchers of business or political life should be treated with contemptuous abhorrence. In regard to the attempted Chinese boycott of American goods, he observed that the well-being of American workmen demanded the exclusion of coolies, but recommended courtesy and protection to Chinese of other classes coming to the States.

## STEAMER CABLES, TONNAGE, AND SAFETY.

The suggestion has been made by Lloyd's Register of British and Foreign Shipping that the lengths of cables required by the Rules of that Society for steamships are very much in excess of what are actually needed, with the result that steamers are condemned to carry an extra weight which, it is claimed, is quite unnecessary, to the exclusion of a corresponding amount of cargo. It is further urged that Lloyd's Register should reconsider their rules as to stream and ledge anchors, on the ground that they are so very rarely needed that otherwise, apart from the question of carrying the additional weight, the Committee of Lloyd's Register have invited the views of the Merchant Service Guild on the matter. The Guild in replying state that, representing over 10,000 captains and officers of merchant vessels, they offer the strongest possible objections to any amendments of the rules in the direction suggested. The lengths of cables as presently enforced, are they say, if due regard is to be had to the safety of a ship, whilst they admit that the full lengths are not used under ordinary circumstances, they inform Lloyd's Register that it is by no means rare that, in case of emergencies, such as bad weather or impending collision, every inch of the present cable is urgently needed, and it is urged that the fact of these cables being of adequate length is a very important asset to the safety of a ship. On the point of abolishing or reducing the stream and ledge anchors, this also meets with the Guild's entire disapproval. Though these anchors are not commonly used, it is pointed out that where a vessel happens to strand on what perhaps is a flat, sandy, or muddy bottom, the value of these small handy anchors for use in assisting her off is unquestionable, in fact in some rivers they are absolutely indispensable. Further, the Guild state that any reduction such as those urged would make quite an inappreciable difference so far as a ship's carrying capacity was concerned. Their opinion is that, to adopt the suggestions which have been made, would mean diminishing the degree of a vessel's safety, and to do this the Guild hope that the committee of Lloyd's Register will emphatically decline.

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Hongkong, 3rd October, 1905. [2352]

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Hongkong, 21st April, 1897. [181]

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Hongkong, 30th June, 1905. [1567]

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Hongkong, 28th November, 1902. [2349]

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Capt. H. Krebs

Mr. J. H. Langtry

Mr. V. Lucibell

Mr.

## SHIPPING.

**ARRIVALS.**  
ASAMA, British str., 27th Nov., 29th Nov.,  
New York str., 27th Nov., 29th Nov.,  
Kororua, British str., 27th Nov., 29th Nov.,  
R.N.R., 30th Nov., Shanghai 28th Nov.,  
Mails and General, P. & O. S. N. Co.  
CHILLY, British str., 14th, G. Hooker, 30th  
Nov., Tientsin, Chiofo and Swatow 29th  
Nov., General, Butterfield & Swire.  
DREWEENT, British str., 15th, J. Jenkins, 30th  
November, Saigon 29th Nov., General,  
Chinese.  
LOOSAN, German str., 12th, G. Schulze, 30th  
November, Bangkok 22nd Nov., Rice and  
1 mile, Butterfield & Swire.  
THYRA, Norwegian str., 24th, H. Pedersen,  
30th Nov., Kuching 28th Nov., Coal,  
Mitsui Bussan Kaisha.  
TOONAN, Chinese str., 24th, Boyd, 29th Nov.,  
Shanghai 26th November, General,  
Chinese.

## CLEARANCES.

At the Harbour Master's Office.  
30th November.  
Carl Diederichsen, German str., for Hoihow.  
Chilly, British str., for Canton.  
Eastern, British str., for Chinkiang.  
Elita Nussack, German str., for Kungshuwan.  
Kamp, French str., for Nagasaki.  
Oana, British str., for Nagasaki.  
Toona, Chinese str., for Canton.

## DEPARTURES.

30th November.  
ASAMA, British str., for Shanghai.  
BENMOH, British str., for Singapore.  
DREWEENT, British str., for Calcutta.  
HAYEN, British str., for Coast Ports.  
HELEN, German str., for Swatow.  
KONGHANG, British str., for Canton.  
LOONMOON, German str., for Shanghai.  
TRIESTE, Austrian str., for Trieste.  
TATUNG, German str., for Shanghai.  
TUNGSHING, British str., for Ningpo.  
VOLUTE, British str., for Shanghai.  
WONGFELLA, British str., for Newcastle.

## SHIPPING REPORTS.

The German str. Loos reports: Strong  
N.E. monsoon.  
The British str. Chilly reports: Sea now  
to port fresh N.E. monsoon.  
The Chinese str. Toona reports: Light variable  
wind and fine to sunbust; from thence  
to port fresh monsoon winds and clear  
weather.  
The British str. Dreweent reports: Light wind  
and fine clear weather from Saigon to lat. 17.03  
N., long. 112.42 E.; thence to port heavy mon-  
soon and high sea.

## VESSELS ON THE BERTH

HAMBURG-AMERIKA LINE.  
FOR NAGASAKI & VLADIVOSTOK.  
THE Steamship  
"ITHAKA,"  
Captain Eckhorn, will be despatched for the  
above ports TO-DAY, the 1st December,  
at 5 P.M.  
The steamer has good 1. Class accommodation  
for passengers.  
For Freight and Passage, apply to  
HAMBURG-AMERIKA LINE,  
Hongkong Office.  
Hongkong, 30th November, 1905. [2694]

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUS-  
TRALIA, INDIA, ADEEN, EGYPT,  
MEDITERRANEAN PORTS.  
PLYMOUTH AND LONDON.  
Through Bills of Lading issued for  
BARATIA, PERSIAN GULF, CONTINENTAL,  
AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
"BENGAL,"  
Captain W. W. Cooke, R.N.R., carrying His  
Majesty's Mails, will be despatched from this  
for Bombay on SATURDAY, the 2nd December,  
at Noon, taking passengers and cargo for the  
above ports in connection with the Company's  
S.S. "HAWAII," 10,500 tons, from Colombo.  
Passengers' accommodation in which vessel is  
second before departure from Hongkong.  
Silt and Valuables all cargo for France, and  
Tea for London (under arrangement) will be  
transhipped at Colombo into the mail steamer  
proceeding direct to Marseilles and London;  
other cargo for London, etc., will be conveyed  
from Bombay by the R.M.S. "Arabia," due in  
London on 14th January.  
Passengers will be received at this Office until  
4 p.m. the day before sailing. The contents  
and value of all packages are required.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
Hongkong, 20th November 1905. [1]

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.  
Regular Steamship Service between Hongkong  
and South American ports.  
THE Company's Chartered Steamship  
"GLENFARG,"  
of 5,000 tons, will be despatched for CALLAO  
and IQUIQUE via JAPAN PORTS, on or  
about Tuesday, 5th December, 1905, at Noon.  
For further information as to Freight and  
Passage apply to  
K. MATSUDA,  
Manager,  
YOKOBUKI BUILDING.  
Hongkong, 18th November, 1905. [2610]

## FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the  
above ports on TUESDAY, the 5th December,  
at 5 P.M.  
For Freight, apply to  
DAVID SASSOON & CO., LD.,  
Agents.  
Hongkong, 30th November, 1905. [2695]  
FOR SAN FRANCISCO via KOBE  
AND YOKOHAMA.  
THE Steamship  
"OTTA,"  
Captain Lenchenan, will be despatched as  
above on TUESDAY, 5th December, at 5 P.M.  
For Freight and further particulars, apply to  
SHEWAN, TOMES & CO.,  
Agents.  
Twentide Trading Co.,  
Hongkong, 21st November, 1905. [2625]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AC, VIA USUAL PORTS OF CALL	BENGAL	Brit. str.	—	W. W. Cooke, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON & ANTWERP VIA SINGAPORE, AC	PALERMO	Brit. str.	1 m.	E. G. Andrews	P. & O. S. N. Co.	About 14th inst.
LONDON, AMSTERDAM & ANTWERP	DEUCALION	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst.
AMSTERDAM, LONDON & ANTWERP	HECTOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 19th inst.
AMSTERDAM, LONDON & ANTWERP	TYDEUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 2nd Jan.
AMSTERDAM, LONDON & ANTWERP	INDOENUS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 16th Jan.
MARSEILLES, AC, VIA PORTS OF CALL	TOKIN	French str.	—	Charbonnel	MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, AC	P. R. LUTFOLD	Ger. str.	1 w.	H. Kirchhaer	MELCHERS & CO.	On 8th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, AC	C. FRED. LARSEN	Ger. str.	1 w.	Meyerdielcks	HAMBURG-AMERIKA LINE	On 4th inst.
HAVRE & HAMBURG VIA STRAITS, AC	SITONIA	Ger. str.	1 w.	Brehmer	HAMBURG-AMERIKA LINE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, AC	—	Ger. str.	1 w.	—	HAMBURG-AMERIKA LINE	On 10th Jan.
HAVRE & HAMBURG VIA STRAITS, AC	—	Ger. str.	1 w.	—	HAMBURG-AMERIKA LINE	On 24th Jan.
HAVRE & HAMBURG VIA STRAITS, AC	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst.
GENOA, MARSEILLES & LIVERPOOL	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 9th inst.
NEW YORK VIA PORTS & SUEZ CANAL	—	Brit. str.	1 m.	—	SHEWAN, TOMES & CO.	On 15th inst.
NEW YORK VIA PORTS & SUEZ CANAL	—	Brit. str.	1 m.	—	HAMBURG-AMERIKA LINE	About 11th Jan.
NEW YORK VIA SUEZ	—	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 18th inst.
VANCOUVER, VIA SHANGHAI JAPAN, AC	—	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 24th Jan.
VANCOUVER, VIA SHANGHAI JAPAN, AC	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day.
VICTORIA (B.C.) & TACOMA VIA JAPAN	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 15th inst.
SEATTLE VIA SHANGHAI & JAPAN	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 19th inst.
PORTLAND, OREGON VIA SHANGHAI, AC	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 22nd inst., at Daylight.
SAN FRANCISCO VIA KOBE & YOKOHAMA	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst., at 5 P.M.
SAN FRANCISCO	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 16th Jan.
CALLAO & IQUIQUE VIA JAPAN PORTS	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 5th inst., at Noon.
AUSTRALIAN PORTS VIA P. WILHELMSHAFEN	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst., at Noon.
AUSTRALIAN PORTS VIA P. WILHELMSHAFEN	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 5 P.M.
NAGASAKI & VLADIVOSTOK	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th inst., at 5 P.M.
NAGASAKI & VLADIVOSTOK	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 10th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst.
KOBE & NAGASAKI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th inst.
KOBE	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 2nd inst.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 4th inst.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th inst., at 3 P.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 6th inst.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst., at 10 A.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 24th inst., at 10 A.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst., at 10 A.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 3rd inst., at 10 A.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 10th inst., at 10 A.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 13th inst., at 10 A.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst., at Daylight.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 8th inst., at Noon.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 10 A.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 9th inst., at Noon.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst., at Noon.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	To-morrow, at 3 P.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 5th inst., at 3 P.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 12th inst., at 3 P.M.
SHANGHAI	—	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	About 13th inst.

CANADIAN PACIFIC RAILWAY CO.'S  
ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF  
12 Days Across the Pacific to the "EMPRESS LINE" Saving 3 to 7 days' Ocean Travel.  
12 DAYS YOKOHAMA to VANCOUVER.  
21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).	ARRIVE VANCOUVER
R.M.S. "EMPRESS OF JAPAN" ... 6,000 Tons ...	3rd Jan.
"EMPRESS OF CHINA" ... 6,000 ...	31st Jan.
"ATHENIAN" ... 6,000 ...	17th Feb.
"EMPRESS OF INDIA" ... 6,000 ...	28th Feb.
"TANTAR" ... 4,425 ...	17th Mar.

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC  
OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT  
CHANGE.

Hongkong to London, 1st Class ... via St. Lawrence £60; via New York £62.  
Intermediate on Steamers ... £40; ... £42.  
and 1st Class Rail ...

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
or Japanese Governments.

For further information, Maps, Route, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN General Agent,  
Corner Pedder Street and Praya, opposite Blake Pier.

GREAT NORTHERN  
STEAMSHIP COMPANY

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND  
YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,  
"MINNESOTA" AND "DAKOTA"  
(EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:  
"MINNESOTA," Captain J. H. RINDER, About TUESDAY, 19th DECEMBER, 1905  
"DAKOTA," Captain E. FRASER, About SATURDAY, 27th JANUARY, 1906.  
Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points  
also Passengers to the United States, Europe, &c.  
These Steamers are luxuriously fitted with spacious SUITES and STATE ROOMS;  
equipped with CIRCULATING LIBRARY, MUSIC, SMOKING ROOMS, BARBER  
SHOP, NURSERY, STEAM LAUNDRY, &c.  
Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo;  
and PARCELS carried at low rates to all points of U.S.A. in connection with the Great  
Northern and Northern Pacific Express Companies.  
Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between  
the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST  
CLASS RETURN TICKETS to Shanghai and Japan Ports are available for return by the  
steamers of the REGULAR MAIL LINES.  
For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
AGENTS

Hongkong, 4th November, 1905.

INDO-CHINA STEAM NAVIGATION CO.  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)

FOR	STEAMERS	DATE
* MANILA	"LOONGSANG" ... Friday, 1st Dec, 4 P.M.	
* SINGAPORE, PENANG & CALCUTTA	"FOOKSANG" ... Saturday, 2nd Dec, 3 P.M.	
* SHANGHAI	"HANGSANG" ... Saturday, 2nd Dec, 2 P.M.	
* SANDAKAN	"MAUSANG" ... Tuesday, 6th Dec, Noon.	
* MANILA VIA AMOY	"YUENSANG" ... Wednesday, 6th Dec, 3 P.M.	
* SHANGHAI	"KWONGSANG" ... Wednesday, 6th Dec, 3 P.M.	
* SINGAPORE, PENANG & CALCUTTA	"KUMSANG" ... Tuesday, 12th Dec, 3 P.M.	

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Cebu and Yangtze Ports  
\* Taking Cargo on Through Bills of Lading to Labud, Labud, Singapore, Tawau, Usukan,  
Jessellton and Labuan.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
GENERAL MANAGERS.  
Hongkong, 30th November, 1905.

PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
LONDON & C, VIA USUAL PORTS	BENGAL	Noon, 2nd	See Special
of CALL	W. W. Cooke, R.N.R.	December	Advertisement.
SHANGHAI	CHUSAN	About 2nd	Freight and
	H. W. Kenrich, R.N.R.	December	Passage.
YOKOHAMA, AVIASHANGHAI, PALAWAN	—	About 10th	Freight and
MOJI and KOBE	H. G. Fye, R.N.R.	December	Passage.
LONDON and ANTWERP	PALERMO	About 14th	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID,	E. G. Andrews	December	
MARSEILLES & BARCELONA	—	—	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, SHANGHAI INLAND  
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR  
OPERATING IN  
OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"NICOMEDIA"	4,270	Wagmann	December 22nd, 1905.
"NUMANTIA"	4,370	Feldmann	January 7th, 1906.

Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to  
S. SILVERSTONE, ACTING GENERAL AGENT.  
Hongkong, 8th November, 1905. [13]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light Perfect  
Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-  
date arrangements for comfort of Passengers.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila via Amoy.	On 1st Dec, at 10 A.M.
RUBI	2540	A. H. Notley	Manila.	On 9th Dec, at Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 27th November, 1905.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).

S.S. "INDRANI," ... On 15th December.

For freight and further information apply to  
SHEWAN TOMES & CO.,  
GENERAL AGENTS  
Hongkong, 30th September, 1905. [1004]

## VESSELS ON THE BERTH

BRITISH-INDIA STEAMNAVIGATION  
COMPANY, LIMITED.

FOR AMOY, STRAITS AND RANGOON.

THE Company's Steamship

"PALAMCOTTA,"  
Captain Garland, will be despatched as above  
on TUESDAY, the 5th December, at daylight.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
Agents.  
Hongkong, 29th November, 1905. [2683]

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.  
VIA PORTS AND SUEZ CANAL  
(WITH LIBERTY TO CALL AT MALABAR  
COAST).

PROPOSED SAILINGS FROM HONGKONG.  
1905. About  
"GHAEZE" ... 9th Dec.  
"LOTHIAN" ... 14th Dec.  
"ATHOLL" ... 3rd Jan.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
Hongkong, 30th November, 1905. [2105-2135]

IMPERIAL GERMAN MAIL LINE.  
NORDDEUTSCHER LLOYD, BREMEN.  
JAPAN-CHINA-AUSTRALIA LINE  
VIA NEW GUINEA.

STEAM FOR  
FRIEDRICH-WILHELMSHAFEN.  
SIMPSONHAFEN, HERBERTSHOFER,  
MATURI, SYDNEY & MELBOURNE.

On TUESDAY, the 12th December, at Noon,  
the Steamship "WILHELM" Captain  
Obenauer, with Mails, Passengers and Cargo,  
will leave this port as above.

The steamer has splendid accommodation and  
carries a Doctor and a Stewardess.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.  
For Further Particulars, apply to  
MELCHERS & CO.,  
Agents.  
Hongkong, 16th November 1905. [2595]

COMPAGNIE DES MESSEGERIES  
MARITIMES.  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEEN,  
DJIBOUTI, EGYPT,  
MARSEILLES, LONDON,  
HAVRE, BORDEAUX,  
MEDITERRANEAN  
AND BLACK SEA PORTS.

THE Steamship

"TONKIN,"  
Captain Charbonnel, will be despatched for  
MARSEILLES on TUESDAY, the 12th  
December, at 1 P.M.

This Steamer connects at Colombo with the  
Australian line via Yarra, bound for Marseilles  
via BOMBAY and ADEEN.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:  
S.S. "ARMAND BEHIO" ... 26th Dec.  
S.S. "ERNEST SIMONS" ... 9th Jan.  
S.S. "POLYNESIE" ... 23rd Jan.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 30th November, 1905. [2]

JAVA-CHINA-JAPAN LINE.

FOR BATAVIA, CHERIBON, SAMA-  
RANG, SOERABAYA & MACASSAR  
(taking cargo to all ports in Netherlands India  
on through Bill of Lading).

THE Steamship

"TJILATJAP,"  
Captain Koops, will be despatched for the above  
ports on or about 13th December.

For information as to Freight and Passage,  
apply to the

# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	ON	TO
GLASGOW and LIVERPOOL	"AJAX"	On 1st December.	DUB
GLASGOW and LIVERPOOL	"HUGHOW"	On 5th December.	DUB
GLASGOW and LIVERPOOL	"IDOMENEUS"	On 10th December.	DUB
GLASGOW and LIVERPOOL	"STENTOR"	On 16th December.	DUB
GLASGOW and LIVERPOOL	"KANCHOW"	On 26th December.	DUB
GLASGOW and LIVERPOOL	"TELEMACHUS"	On 29th December.	DUB
GLASGOW and LIVERPOOL	"PYRRHUS"	On 2nd January.	DUB
GLASGOW and LIVERPOOL	"SAINT BEDE"	On 2nd January.	DUB
GLASGOW and LIVERPOOL	"PATROCLES"	On 9th January.	DUB

FOR	STEAMERS	ON	TO
LONDON, AMSTERDAM and ANTWERP	"DEUCALION"	On 5th December.	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"HECTOR"	On 19th December.	TO SAIL
GENOA, MARSEILLES and LIVERPOOL	"GLAUCUS"	On 20th December.	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"TYDEUS"	On 2nd January.	TO SAIL
AMSTERDAM, LONDON and ANTWERP	"IDOMENEUS"	On 16th January.	TO SAIL

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FOR	STEAMERS	ON	TO
VICTORIA, SEATTLE, TACOMA, & PACIFIC COAST PORTS, VIA NAGASAKI, KOBE and YOKO.	"OANEA"	On 1st December.	TO SAIL
HANA	"TELEMACHUS"	On 1st January.	TO SAIL

FROM	STEAMERS	ON	TO
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"JASON"	On 30th November.	TO SAIL
	"TYDEUS"	On 28th December.	TO SAIL

For Freight, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS. (9.10)

## CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	ON	TO
SHANGHAI	"CHANGSHA"	On 4th December.	TO SAIL
MANILA	"CHANGSHA"	On 4th December.	TO SAIL
KOBE and NAGASAKI	"CHANGSHA"	On 4th December.	TO SAIL
CEBU and ILOILO	"CHANGSHA"	On 4th December.	TO SAIL
SHANGHAI	"CHANGSHA"	On 4th December.	TO SAIL

ZAMBONGA PORT  
DARWIN, THURSDAY ISLAND,  
COOKTOWN, CAIRNS,  
TOWNSVILLE, BRISBANE,  
SYDNEY and MELBOURNE

The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A fully qualified  
Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.

REDUCED SALOON FARES SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD &amp; SWIRE,

AGENTS. (11)

Hongkong, 30th November, 1905.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamer	Tons	Captain	Sailing Date
LYRA	4,417	G. V. Williams	Friday, December 16th
FLORIDA	3,753	F. G. Partridge	Friday, December 24th

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior  
Accommodation for First and Second Class Passengers. The large size of these vessels ensures  
steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried  
in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—

DODWELL &amp; CO., LIMITED,

GENERAL AGENTS. (17)

QUEEN'S BUILDINGS.  
Hongkong, 20th November, 1905

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
C. FERD. LAEISZ (HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 4th Dec. Freight.
SITHONIA (HAMBURG)	(Calling at Singapore, Penang and Colombo)	On 22nd Dec. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 16th Jan. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 24th Jan. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 31st Jan. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 7th Feb. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 14th Feb. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 21st Feb. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 28th Feb. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 5th Mar. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 12th Mar. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 19th Mar. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 26th Mar. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 2nd Apr. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 9th Apr. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 16th Apr. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 23rd Apr. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 30th Apr. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 7th May. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 14th May. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 21st May. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 28th May. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 4th Jun. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 11th Jun. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 18th Jun. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 25th Jun. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 2nd Jul. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 9th Jul. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 16th Jul. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 23rd Jul. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 30th Jul. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 6th Aug. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 13th Aug. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 20th Aug. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 27th Aug. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 3rd Sep. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 10th Sep. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 17th Sep. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 24th Sep. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 1st Oct. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 8th Oct. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 15th Oct. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 22nd Oct. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 29th Oct. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 5th Nov. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 12th Nov. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 19th Nov. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 26th Nov. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 3rd Dec. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 10th Dec. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 17th Dec. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 24th Dec. Freight.
Capt. Bremer	(Calling at Singapore, Penang and Colombo)	On 31st Dec. Freight.

For Further Particulars apply to

HAMBURG-AMERIKA LINIE.

HONGKONG OFFICE, KING'S BUILDINGS.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT  
SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG,  
PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS.  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,  
AND SOUTH AMERICAN PORTS.  
STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS  
AND LOGGERS.N.D.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES  
IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINZ REGENT LUITPOLD	WEDNESDAY 6th December 1905
PRINZ HEINRICH	WEDNESDAY 20th December 1905
PRINZ EITEL FRIEDRICH	WEDNESDAY 3rd January 1906
GNESSEN	WEDNESDAY 17th January 1906
ROON	WEDNESDAY 31st January 1906
PREUSSEN	WEDNESDAY 14th February 1906
ZIETEN	WEDNESDAY 28th February 1906
PRINZESS ALICE	WEDNESDAY 14th March 1906
PRINZESS ALICE	WEDNESDAY 28th March 1906
PRINZ EITEL FRIEDRICH	WEDNESDAY 11th April 1906
PRINZ EITEL FRIEDRICH	WEDNESDAY 25th April 1906
SACHSEN	WEDNESDAY 9th May 1906
PRINZ HEINRICH	WEDNESDAY 23rd May 1906
ROON	WEDNESDAY 6th June 1906
PREUSSEN	WEDNESDAY 20th June 1906
ZIETEN	WEDNESDAY 4th July 1906
OLDENBURG	WEDNESDAY 18th July 1906
PRINZ EITEL FRIEDRICH	WEDNESDAY 1st August 1906
PRINZ EITEL FRIEDRICH	WEDNESDAY 15th August 1906
PRINZ EITEL FRIEDRICH	WEDNESDAY 29th August 1906

ON WEDNESDAY, the 6th day of DECEMBER, 1905, at Noon, the Steamship  
"PRINZ REGENT LUITPOLD," Captain H. Kirschner, with MAILS, PASSENGERS  
SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 4th December, and Parcels  
Specie will be received on Board until 5 P.M. on TUESDAY, the 5th December, and Parcels  
will be received at the Agency's Office until Noon, on TUESDAY, the 5th December, and Parcels  
Contents of Packages are required. No Receipt will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardsess.  
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to—

MELCHERS &amp; CO., AGENTS.

Hongkong, 23rd November, 1905.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	STEAMERS	ON	TO
TAMSUI VIA SWATOW	"DAIJI MARU"	SUNDAY, 3rd Dec., at 10 A.M.	TO SAIL
TAMSUI VIA SWATOW	"DAIJI MARU"	SUNDAY, 10th Dec., at 10 A.M.	TO SAIL
SWATOW (DIRECT)	"ANPING MARU"	WEDNESDAY, 6th Dec., at 10 A.M.	TO SAIL
SWATOW VIA SWATOW	"ANPING MARU"	TUESDAY, 12th Dec., at 10 A.M.	TO SAIL
FOOCHOW VIA SWATOW	"DECIMA"	TUESDAY, 5th Dec., at 10 A.M.	TO SAIL
ANPING VIA SWATOW	"FEITHJON"	WEDNESDAY, 13th Dec., at 10 A.M.	TO SAIL
ANPING VIA SWATOW	"H. A. HANSEN"	SUNDAY, 24th Dec., at 10 A.M.	TO SAIL

These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with electric light.  
Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, 30th November, 1905.

## JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAPAN	First half of December	JAVA PORTS	First half of December
TJIPANAS	JAVA	First half of December	JAPAN via SHANGHAI	Second half of December
TJIMAH	JAPAN	First half of January	JAVA PORTS	First half of January

The steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
JAVA-CHINA-JAPAN LIJN.

Telephone No. 375. (16)

York Buildings, 1st Floor.  
Hongkong, 24th November, 1905.

## HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns,  
3,000 h.p., Com. R. M. Harbord, Shanghai  
Andromeda, cruiser, 15,500 tons, 16 guns, 1,650  
h.p., Com. Nelson O'Manney, Shanghai  
Aras, torpedo boat destroyer, 550 tons, 6 guns,  
7,000 h.p., Lieut.-Comdr. R. Henniker  
Heaton, Hongkong  
Astraea, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 h.p., Captain Lionel G. Tufnell,  
Waihai  
Bonaventura, 2nd class cruiser, 4,360 tons, 10  
guns, 7,000 h.p., Capt. H. H. Torless,  
Shanghai  
Cadmus, British ship, 1,070 tons, Capt. H. D.  
Clio, British ship, 1,070 tons, Captain H. D.  
Wilkin, D.S.C., Yangtze  
Dea, torpedo boat destroyer, 560 tons, Lieut.  
Comdr. H. E. Sullivan, R.N., Hongkong  
Diadem, 1st class cruiser, 11,000 tons, 16 guns,  
10,800 h.p., Capt. H. W. Savory, Shanghai  
Erne, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. E. B. Butler, Hongkong  
Etrich, torpedo boat destroyer, 560 tons, Lieut.  
Comdr. C. L. Lawin, Hongkong  
Ere, torpedo boat destroyer, 550 tons, Comdr.  
A. F. Everett, Hongkong  
Fama, torpedo boat destroyer, 360 tons, 6 guns,  
5,700 h.p., Lieut.-Comdr. Stevenson,  
Hongkong  
Flora, 2nd class cruiser, 4,360 tons, 10 guns,  
7,000 h.p., Capt. Grant Dalton, Singapore  
Handy, torpedo boat destroyer, 290 tons, 6 guns,  
4,000 h.p., Lieut. Comdr. Cox, Hongkong  
Hart, torpedo boat destroyer, 260 tons, 6 guns,  
4,000 h.p., Lieut.-Comdr. Richards, Hongkong  
Hecla, special torpedo vessel, 6,400 tons, 2400  
h.p., Capt. E. F. R. Charlton, Hongkong  
Hogue, cruiser, 12,000 tons, 14 guns, 11,000 h.p.,  
Captain Ed. T. Shortland, Hongkong  
Ichen, torpedo boat destroyer, 550 tons, Lieut.  
Comdr. C. Seymour, Hongkong  
Janus, torpedo boat destroyer, 280 tons, 6 guns,  
3,900 h.p., Lt.-Comdr. Darwall, Hongkong  
Kinaka, river gunboat, 331 tons, Lieut.-Comdr.  
E. V. F. R. Dugmore, on Yangtze

Mooroon, river gunboat, 180 tons, 2 guns,  
Lieut.-Comdr. F. B. Noble, West River  
Otter, torpedo boat destroyer, 350 tons, 6 guns,  
6300 h.p., Lt.-Comdr. Kiddie, Hongkong  
Rambler, surveying-ship, 583 tons, Comdr.  
Chas. E. Monte, Hongkong  
Robin, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut.-Comdr. Vaughan, West River  
Sampier, river gunboat, 85 tons, 2 guns, 240  
h.p., Lieut.-Comdr. H. T. Ailey, West River  
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p.,  
Lieut.-Comdr. Ernest W. G. Davidson, on  
Yangtze  
Sudley, 1st class cruiser, 12,000 tons, 14 guns,  
21,000 h.p., Captain Wm. L. Grant,  
Kure  
Tamar, receiving ship, 4,500 tons, 6 guns,  
Commodore H. P. Williams, at Hongkong  
Teal, river gunboat, 180 tons, 2 guns, Lieut.  
Comdr. Sorretan, on Yangtze  
Vargo, torpedo boat destroyer, 360 tons, 6 guns,  
5,300 h.p., Lieut.-Comdr. J. A. Richards,  
Hongkong  
Waterwitch, surveying-ship, 620 tons, 450 h.p.,  
Lieut.-Comdr. W. Glennie, Hongkong  
Whiting, torpedo boat destroyer, 350 tons, 6  
guns, 5,300 h.p., Lieut.-Comdr. C. E. L.  
Thomas, Hongkong  
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p.,  
Lieut.-Comdr. G. B. Spicer-Simson, Yangtze  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut.-Comdr. Hugh Somerville, Yangtze  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p.,  
Lieut.-Comdr. J. F. Knox, Yangtze

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS  
in CHINA and JAPAN for the above Line  
are prepared to issue THROUGH BILLS  
OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with Indo-  
China Steam Navigation Co.'s fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPT. PORTS every fortnight.  
For Freight and further particulars

DODWELL & CO., LIMITED.  
General Agents for China and Japan  
Hongkong, 4th August, 1898

## MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.	
Extreme Length	722 feet.
Length on Blocks	714 "
Width of Entrance on Top	361 "
Width of Entrance on Bottom	381 "
Water on Blocks at Spring Tide	34 "

DOCK No. 1.	
Extreme Length	523 feet.
Length on Blocks	513 "
Width of Entrance on Top	88 "
Width of Entrance on Bottom	77 "
Water on Blocks at Spring Tide	26 "

DOCK No. 2.	
Extreme Length	371 feet.
Length on Blocks	361 "
Width of Entrance on Top	66 "
Width of Entrance on Bottom	53 "
Water on Blocks at Spring Tide	22 "

PATENT STIP.  
Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with  
LATEST PLANTS, BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS, and also ELECTRICAL  
WORK.

A LARGE STOCK OF MATERIAL is  
always kept on hand.

THE COMPANY has the powerful steam  
"OURA-MARU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
Short Notice.

## VISITORS TO CANTON.

Should purchase  
"FROM HONGKONG TO CANTON  
BY THE PEARL RIVER."CAPTAIN C. V. LLOYD (s.s. "HANKOW")  
With Illustrations, Maps and Plans.

Price ..... \$1.50

On Sale at—  
Hongkong: "DAILY PRESS" Office.  
Messrs. KELLY & WALSH.  
Canton: Messrs. A. S. WATSON & Co.  
Hongkong, 4th October, 1905.

## AVERAGE MARKET PRICES

The Prices are given in Dollar Cent.  
BUTCHER MEAT.

Meat	22
Beef	22
Pork	22
Lamb	22
Chicken	22
Duck	22
Goose	22
Swan	22
Turkey	22
Geese	22
Swans	22
Turkeys	22
Geese	22
Swans	22
Turkeys	22
Geese	22
Swans	22
Turkeys	22
Geese	22
Swans	22
Turkeys	22
Geese	22

## POST OFFICE NOTICES.

## CHRISTMAS CARDS.

Christmas Cards (if prepaid at Printed Matter rates) must be posted either in an unfastened envelope or in a cover which can be easily removed for the purpose of examination without breaking any seal or tearing any paper or separating any adhering surfaces. Covers may be secured with string.

Cards in closed envelopes with notched ends or corners will be taxed as letters. The best method of sending cards is to enclose them in an envelope with the flap turned in.

The Chinese, with the English mail of the 3rd November left Singapore on Sunday the 26th inst., at 8 a.m., and may be expected here on Saturday, the 2nd prox., at 6 a.m. This packet brings replies to letters despatched from Hongkong on 3rd October, and the parcel mails closed in London for despatch by the all sea route on 25th October and for despatch overland on 1st November.

Mails for CANTON, SAMSHUI and WUCHOW are closed on week-days at 7.30 a.m. On Sunday the mail for Macao is closed at 8 a.m.

Mails for NANTAO, SANHUI, KONGMOO, KUMCHUK, SAMSHUI, WUCHOW and CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 5 a.m.

No mails are despatched to these places on Saturday evenings, unless previously notified.

## MAILS WILL CLOSE

FOR	PER	DATE
Amoy and Manila	Friday, 1st, 9.00 A.M.	
Haiphong	Friday, 1st, 9.00 A.M.	
Bangkok	Friday, 1st, 10.00 A.M.	
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Friday, 1st, 10.00 A.M.	
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
Macao	Friday, 1st, 11.00 A.M.	
Manila	Friday, 1st, 11.00 A.M.	
Singapore	Friday, 1st, 11.00 A.M.	
Nagasaki and Vladivostok	Friday, 1st, 11.00 A.M.	
Batavia, C. India via Tientsin	Friday, 1st, 11.00 A.M.	
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday, the 1st December, at 5 p.m.		
Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco	Saturday, 2nd, 2.00 P.M.	
Singapore, Penang and Calcutta	Saturday, 2nd, 2.00 P.M.	
Swatow, Singapore and Bangkok	Saturday, 2nd, 2.00 P.M.	
Swatow, Amoy and Tamsui	Saturday, 2nd, 2.00 P.M.	
Shanghai	Saturday, 2nd, 2.00 P.M.	
Swatow and Bangkok	Saturday, 2nd, 2.00 P.M.	
Amoy, Swatow and Bangkok	Saturday, 2nd, 2.00 P.M.	
Singapore	Saturday, 2nd, 2.00 P.M.	
Singapore, Penang and Calcutta	Saturday, 2nd, 2.00 P.M.	
(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday, the 1st December, at 5 p.m.		

## COMMERCIAL.

## CLOSING QUOTATIONS.

30th November.

ON LONDON.

Telegraphic Transfer 2 1/2

Bank Bills on demand 2 1/2

Bank Bills at 30 days sight 2 1/2

Bank Bills at 4 months sight 2 1/2

Credits, at 4 months sight 2 1/2

Documentary Bills, at 4 months sight 2 1/2

ON PARIS.

Bank Bills on demand 2 1/2

Credits, at 4 months sight 2 1/2

ON GERMANY.

Bank Bills on demand 2 1/2

Credits, at 4 months sight 2 1/2

ON NEW YORK.

Bank Bills on demand 50 1/2

Credits, at 4 months sight 51 1/2

ON BOMBAY.

Telegraphic Transfer 15 1/2

Bank on demand 15 1/2

ON CALCUTTA.

Bank on demand 15 1/2

ON SHANGHAI.

Bank at sight 7 1/2

Private, 30 days sight 7 1/2

ON YOKOHAMA.

On demand 10 1/2

ON MANILA.

On demand 10 1/2

ON SINGAPORE.

On demand 10 1/2

ON BATAVIA.

On demand 10 1/2

ON HANKOW.

On demand 10 1/2

ON SOERABAYA.

On demand 10 1/2

ON SOERABAYA.

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## JOINT STOCK SHARES.

Hongkong, 30th November.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100, buyers
Banks—		
Hongkong & Shanghai	\$125	\$890, sellers
National B. of China		London, 428.10
A. Shauks		\$38, buyers
Ball's Abstracts & Co.		\$12
China Bank		\$10, sellers
China Light & P. Co.		\$10, sellers
China Provident		\$10, buyers
Cotton Mills—		
Ewe		\$15, sales
International		\$15, sales
Laue Kung Mow		\$15, sales
Soyles		\$15, sales
Dairy Farm		\$15, sellers
Docks and Wharves—		
Harbours, B. & Co.		\$15, sales
H. & W. Wharf & Co.		\$15, buyers
H. & W. Dock		\$15, sales & sol.
New Amoy Dock		\$15, sales
S'hai & H. Wharf		\$15, sales
Fenwick & Co., Geo.		\$25, buyers
G. Island Cement		\$10, sellers
Hongkong & C. Co.		\$10, buyers
Hongkong Electric		\$10, buyers
Do. Now		\$10, sales
H. H. L. Franchise		\$10, buyers
Hongkong Hotel		\$10, buyers
Hongkong Ice Co.		\$10, buyers
Hongkong Kope Co.		\$10, buyers
H'kong S. Waterboat		\$10, sellers
Insurance—		
China Fire		\$50, sellers
China Traders		\$50, buyers
Hongkong Fire		\$50, sellers
North China		\$50, sellers
Union		\$50, sellers
Yangtze		\$50, sellers
Land and Building—		
Hongkong Land		\$100, sellers
Humphreys & Estate		\$10, buyers
Kowloon Land & B.		\$50, buyers
Shanghai Land		\$50, buyers
Westpoint Building		\$50, sellers
Mining—		
Charbonnages		\$25, buyers
Raubs		\$10, buyers
Philippine Co.		\$10, buyers
Refineries—		
China Sugar		\$100, sellers
Luzon Sugar		\$100, buyers
Steamship Companies—		
China & India		\$25, sales & sol.
Douglas Steamship		\$25, buyers
H. Canton & M.		\$25, sellers
Indo-China S.N. Co.		\$25, sellers
Shell Transport Co.		\$25, sellers
De. Preference		\$25, buyers
Star Ferry		\$25, buyers
Shanghai & H. Drying		\$25, sellers
South China M. Post.		\$25, sellers
Steam Laundry Co.		\$25, sellers, x.d.
Stores & Dispensaries—		
Campbell, M. & Co.		\$10, buyers
Powell & Co., Wm.		\$10, buyers
Watkins		\$10, buyers
Watson & Co., A. S.		\$10, buyers
United Asbestos		\$10, buyers
Do. Founders		\$10, buyers

VERNON &amp; SMYTH, Brokers.

## THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 20th NOVEMBER, P.M.

REGISTER, 20TH NOVEMBER, P.M.						
STATION.	Hour.	Barometer.	Temperature.	Humidity.	Wind.	Force.
Vladivostok	2 p.	—	—	—	—	—
Nenaro	—	29.46	—	—	E	8
Halatona	—	29.33	—	—	S	4
Tokyo	—	29.07	—	—	NW	8
Kobe	—	30.17	—	—	E	2
Nagasaki	—	30.23	—	—	NW	6
Kagoshima	—	30.19	—	—	N	8
Oshima	—	30.24	—	—	NW	8
Naha	—	30.25	—	—	N	8
Ishigakijima	—	30.20	—	—	NW	8
Amoy	1 p.	30.17	—	—	NE	8
Taichu	—	30.18	—	—	N	6
Tainan	—	30.18	—	—	NW	6
Kebuun	—	30.17	—	—	NE	10
Pescadore	—	30.23	—	—	NE	10
Wei-hai-wei	3 p.	—	—	—	—	—
Guthrie	—	30.44	49	50	NNW	2
Sharp Peak	—	30.34	62	72	E	4
Amoy	—	30.17	63	68	E	4
Swatow	—	30.22	69	70	E	4
Canton	—	30.16	74	58	W	—
Hongkong	4 p.	30.21	68	67	E	3
Little Peak	—	—	—	—	E	1
Gap Rock	—	—	—	—	—	—
Maseo	—	29.98	73	—	E	1
Haiphong	—	—	—	—	—	—
Yanagawa	—	29.84	84	—	—	0
Phuocdu	3 p.	—	—	—	—	—
Seilo	—	29.85	84	—	NE	4
Obu	—	—	84	—	N	4
C. S. James	4 p.	29.94	81	—	ESE	2